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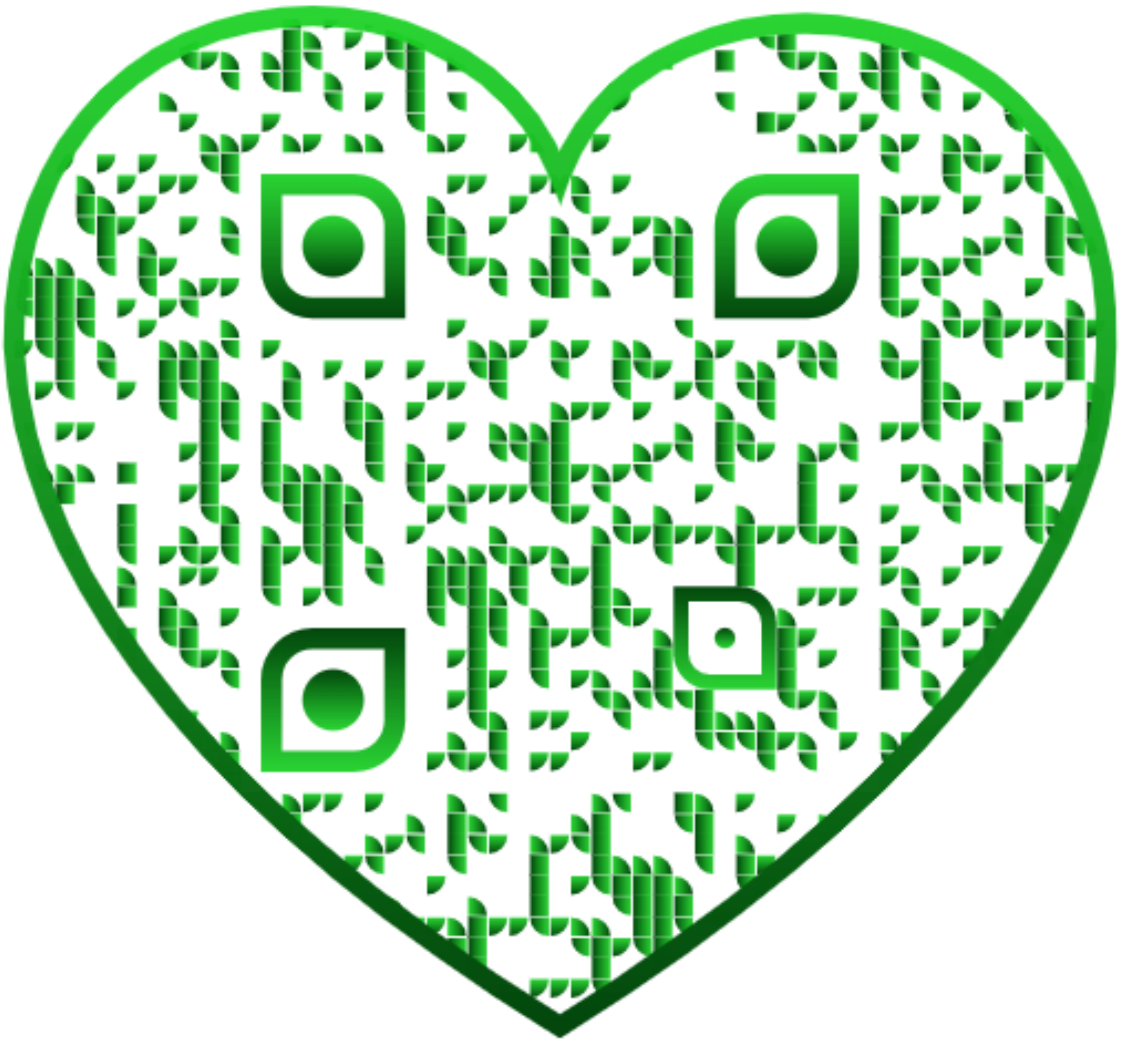
UFOs and UAPs in U.S. AirSpace

The History of Alien Spaceships in U.S. AirSpace

The Coverup of Unidentified Aerial Phenomena, and Extraterrestrial Vehicles

Project Blue Book U.S. Air Force Declassified UFO and UAP Case Files

JOHN SCOTT CHACE



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By

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DEDICATION

It is with honor, I dedicate this book and its contents to the following:

God Almighty, my heavenly Father and Jesus Christ for everything. Whom I believe created the Angels of heaven, people on earth and the people of different worlds according to his will.

My wife Kristin, children and grandchildren.

My father Colonel Alston Rigby Chace, USAF, Chaplain, Vietnam Veteran and his brother Colonel Frank Clinton Chace Jr. USMC, Vietnam Veteran. My mother and all my Aunts and Uncles. My sister Carey and brother James; all my cousins and their spouses who are living or deceased.

To all my business associates in the Insurance Industry who have had UFO experiences or want to know more about this phenomenon.

To all the residents, police, physicians, politicians, teachers, students, governors, mayors and military officers who came forward, to tell the truth about the UFO reality. For having courage in the face of skeptics who have never seen a UFO.

To you, the citizens around the Globe, that want to know the truth that we are not alone in this Universe.

To all my high school and work friends
keep your eyes on the skies because they are here!

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John S Chace

In loving Memory of Col. Chaplain Alston R. Chace, USAF

Chaplain Chace was the Chief of Chaplains for the US Air Force in Europe at Ramstein in the

1980's, a Cadet Chaplain at the Air Force Academy in the 1960's and Vietnam Veteran. He was known to visit UFO Interceptor Pilots along the flight line at several bases in Europe to conduct his Chaplain duties.

My father and I spoke on many occasions about UFOs and what it meant to be a Christian, a Military man with this new phenomenon (John Scott Chace).

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INTRODUCTION

UFOs or Extraterrestrial Vehicles have been a matter of secrecy since the Roosevelt Administration. The subject matter became Top Security as “THE” matter of National Security in 1953.

This book does one thing: Educate You on the subject of UFOs. It summarizes information on this phenomenon.

It’s taken five years of research to organize and consolidate thousands of declassified documents, newspaper articles and a few interviews in an easy to understand format. You will learn:

1. why this phenomenon became a matter of National Security;
2. why your government officials supported the 1953 debunking protocols;
3. which military departments wanted you to know the truth;
4. which congressmen and Presidents knew the truth and withheld it from you;
5. UFOs and their pilots have engaged military pilots, civilian pilots, law enforcement and astronauts in the air and on the found;

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6. why some religious groups will embrace its reality to prepare the people;
7. how you can learn to accept this newly discovered fact.

For thousands of years, these ships with their pilots have been exploring the earth. The number of advanced civilizations, in the Universe, appears to be from 40 to 54 different species. The wide range of discrepancy is a result of compartmentalizing tactics used by the military to contain facts.

We have the proof that these visitors have engaged in aerial combat and well as friendly attempts at meeting humans. This proof comes from former government leadership (members of Congress), government military personnel (military officers), scientists who are now coming forward to tell their stories of what they have encountered. It is apparent the American people remain in the dark as the government continues to keep old and new cases classified above top secret to a classification called "cosmic."

Because of this level of high security of information, researchers have had to rely on empirical evidence from civilian stories (in newspapers), declassified military, private and government documents and eyewitness testimony.

Gathering sworn statements, deathbed confessions, radar tracking recording, photographs, movie film we now have a war chest of Evidence.

All that interests me is the truth; that these ships are real, that they are under intelligent control and can outmaneuver the best equipment we have in our weapons arsenals.

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Chapter 1: UFOs / UAPs are Alien Ships and become Top Secret

In 2017, United States citizens received word from the Pentagon that UFOs / UAPs were real, and our military jets had captured a spacecraft on film. This announcement was the first time, since the 1950s, that the Pentagon discussed the subject of UFOs / UAPs with the public.

Brazil, Chile, Belgium, and France had already been open with their people of the UFO / UAP reality over a decade earlier. Despite the acknowledgments from the above countries Germany, Russia and China continue to remain silent about UFOs.

In 1947, the topic of a spaceship visiting earth from another planet was inconceivable. For this to occur, man would have to believe the civilization was more advanced than earth and could travel space above light speed.

From the 1940s through the 1960s, it must have been quite humbling for the scientists studying recovered alien space vehicles. Being so far ahead of us would be like a man from the 1800s, discovering an F-22 in the wilderness. This person would ask:

What is it?
What does it do?
How would you get it to go?
What makes it go?

We would assume these people are from civilizations farther ahead in their development cycle or had access to superior elements to design and build more advanced transport vehicles.

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In any case, the public began reading about UFO / UAP visitation in their weekly papers throughout the 1940s, 1950s, and 1960s. In 1942, citizens of Los Angeles reported a fleet of UFOs / UAPs over Los Angeles. The Army tried to shoot them down but missed the spaceships.

In 1947, our grandparents read the first articles of UFOs / UAPs in the skies over New Mexico and Washington State.

Despite this being a reality, the National Security measures put in place by the CIA prevented generations born after 1960 to have little or no knowledge of UFOs / UAPs.

It was not until the Pentagon's recent release that the younger generation could understand its reality.

In the 195os and 1960s, UFOs / UAPs were classified as top-secret for “National Security.” The reason for secrecy was more complicated and had much to do with retaining control than anything else. Let us begin our journey by understanding the "Why's and What's" of UFOs:

1. Why would the US government, from 1933 to 1953, keep the American public from knowing the truth about UFOs?
2. What knowledge has our Government leaders gleamed about UFOs making it a national security concern for the last 70 years?
3. Why would military personnel be threatened with physical harm, potential imprisonment, loss of flying privileges, loss of pensions, and health benefits if they spilled the beans?
4. Why were commercial pilots, police officers, and ordinary citizens told not to speak about UFOs and informed they had to turn over their photographs?
5. Why did some citizens believe they may be physically harmed and possibly put to death if they revealed the truth immediately after the Roswell crash of 1947?
6. Why did the media (larger newspapers from 1947 to 1980s) go along with the debunking campaign keeping the American public ignorant?

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The above statements sound like a science fiction book, but it is not. From many interviews of eyewitnesses, the truth has emerged. Since 2001, we have become a witness to many service members who have had personal encounters with spaceships from other worlds. Two extraordinary public events have taken place, which many of you might not be aware of.

In 2001, Dr. Steven Greer invited military witnesses to the National Press Club in Washington D.C. The event was called "The Disclosure Project." In 2013, Steven Bassett invited military and civilian witnesses to the National Press Club to testify in front of six former congressmen and congresswomen. The event was called "The Citizens Hearing."

Though we may not know all the reasons for the high level of UFO secrecy, researchers have come to understand that the U.S. government decided to keep the truth from the American public for National Security. There are five known reasons why the U.S. Government ordered secrecy on this topic.

1. **An overthrow of the World Governments and Loss of Power:** Philip Corso in his Book “The Day After Roswell” Page 126, mentions the: "Fears of an attack" on our nation's defenses that drove certain paranoia among the National Security and Military Chiefs of Staff during this time period.”

2. **The collapse of the World Religions:** The theory that Abrahamic based religions (Islam, Judaism, and Christianity) may falter should it be known that others more advanced than us, can come from other planets. If God made us then “who made them”?

3. **The collapse of the World Economy:** If recovered extraterrestrial crafts have a propulsion system that repels

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earth's gravity fields does that make petroleum-based engines obsolete?

4. **Loss of advanced technological advantages to countries:** With the gotten gains of retro-engineering recovered spacecraft propulsion, the United States and its partners would gain an advantage over other countries by thousands of years.

5. **Loss of Innocence:** Scientists believing in current laws of physics would feel threatened if these same principles were not constant across the galaxies.

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Chapter 2: The Air Force is ordered to deny the existence of UFOs / UAPs

Figure 3 - F86 Sabre Interceptor, [lxxxii]

In the 1960s, my father, Chaplain Colonel Alston R. Chace, remembers the UFO / UAP pursuit planes parked alongside runways at Langley and airbases in the UK.

Chaplain Alston (Al) Chace gave counsel to the many military men and women on the battlefield and US military installations. Occasionally, dad would visit the men and women in the pilot huts along the flight line to bring encouragement before and after completing their missions. He knew these pilots faced death at any moment; however, he had no idea they were facing pilots from other worlds in fantastic flying machines! Like his father (my grandfather), Frank Clinton Chace Sr., Colonel Alston R. Chace was known to tell the truth, but he is also known for being able to harbor a secret when it came to National Security. In this chapter, we will discuss the following topics:

1. The Air Force is not to blame;
2. Senior Air Force personnel were embarrassed to make five false statements;
    1. There is no evidence they (aliens) are hostile;
    2. There is no evidence they (alien ships) are interplanetary;
    3. There is no evidence their technology is more advanced than ours;
    4. There is no evidence they (aliens) are a threat;

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5. There is no physical or material evidence left behind;

3. The Lies Continue, "Deny, Deny, Deny."

The Air Force and US Navy are not to blame: As I became more educated in the Project Bluebook investigations of military and civilian UFO sightings for the period 1947 to 1969, the conclusions reached by the Air Force left me feeling sad and mad.

Understaffed and obedient to follow orders from the Pentagon, Air Force investigator files became unorganized, incorrectly classified, and outright laughable. What left me sad was not necessarily the file contents, but the honest men and women who put their faith in this country, reporting their UFO sighting to the very military service branch they believed would protect them.

In other words, these men and women, reluctant to come forward, due to embarrassment, potential ridicule, wanted to share their personal stories with officials that would do something about these extraordinary UFO / UAP encounters.

But more importantly, these witnesses came forward to warn the people of the world we could be in some sort of danger. Many of these trusting souls were let down. The US Government did not know what to do with this phenomenon, let alone discuss it with you and me. They were as clueless as to the people they were charged to protect.

When one reads the many UFO / UAP cases' eyewitness accounts, the investigators' conclusions do not make sense. It appears those officers would conduct interviews of witnesses having UFO encounters and arrive at conclusions that were contradictory to the evidence presented.

It is as if the interviewers ignored the witness's description of the UFO / UAP flight characteristics. In other cases, it was very evident the conclusions reached had insufficient information to arrive at a final determination.

Finally, there are cases where the conclusions reached are erroneous as the assumptions on which they were based were not pursued, or the facts were missing from the file. In other words, many

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of the files containing UFO / UAP encounters have huge gaps of information, yet the majority of conclusions being reached were fairly routine. That is, many of the final findings fall into four categories:

1. "Natural phenomenon";
2. "Insufficient evidence due to the lack of data";
3. “Possible atmospheric event”; or
4. “Possible weather balloon” or misidentified aircraft.

In reading other researchers' work on these cases, I concur that many files should have been labeled: "unknown" or "unidentified."

Statistical facts published during the day in local newspapers revealed the Air Force would state that anywhere from 3 to less than 10 percent of all UFO cases were considered “unknown or unidentified” objects. However, UFO researchers like Stanton Friedman (Nuclear Physicist) and Dr. J. Allen Hynek would point out the real statistical percentage of the “unknown or unidentified objects” was north of 25%.

If we believe the CIA and Pentagon were ordered to implement a national debunking campaign in 1953, we have the evidence to support this action in the Air Force declassified files. The files lean toward the following classifications:

1. Natural phenomenon (planets, meteors or birds);
2. Miss-identified military or civilian aircraft; and
3. Manmade weather balloons.

Where the case conclusion is labeled "natural phenomenon," we see the common cause as:

1. A planet: Venus, Jupiter, etc.
2. A Star: Capella, Betelgeuse, etc.
3. A meteor: Bolide, etc.

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If the case conclusion is labeled "misidentified airplane," we see the common cause as A plane. The culprit plane is rarely ever identified in the file;

Where the case conclusion is labeled “a balloon," we see the common cause as:

1. A standard weather meteorological balloon;
2. A scientific research high altitude research balloon;
3. A satellite/balloon (Echo I and II);
4. In the case of the Roswell crash, a “mogul” (high altitude) balloon.

When we read the witness statements in the file, they do not fit the conclusions.

It must have been incredibly frustrating for high ranking Air Force officials and US Navy Secretary Kimball as we look back. That is, they were in a predicament knowing they wanted to tell the truth but were ordered silent by new protocols coming from the top. As we mentioned earlier, any violation of these protocols could threaten their careers, pensions, health benefits, face jail time, and fines.

U.S. Air Force ordered to make five misleading statements:

Following orders to establish a national debunking campaign for UFO reports, on January 19, 1961, the Air Force made five statements to the American public. These statements were published in newspapers throughout the United States. The remarks were:

1. "There is no evidence that unidentified sightings were "inimical or hostile" (dangerous)”;
2. "There is no evidence that unidentified sightings were "interplanetary spaceships";
3. "There is no evidence that these unidentified sightings represent technological developments or principles outside

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the range of our present-day scientific knowledge";

4. “There is no evidence that these unidentified sightings are a threat to the security of the country";
5. "There is no physical or material evidence, not even a minute fragment of a so-called "flying saucer" or spaceship has ever been found."[lxxxiii]

In 2011, when UFO researchers petitioned the White House for full disclosure of the UFO phenomenon, the White House gave a response. The White House, Science, and Technology policy was provided on November 7, 2011, to the citizens of the United States:

1. “Thank you for signing the petition asking the Obama Administration to acknowledge an extraterrestrial presence here on Earth.”;
2. “The U.S. government has no evidence that any life exists outside our planet, or that an extraterrestrial presence has contacted or engaged any member of the human race. In addition, there is no credible information to suggest that any evidence is being hidden from the public's eye.”[lxxxiv]

As you read this book, you will be able to conclude the White House and our elected Presidents appear to be under the same orders to withhold the truth from the American public. Though our Presidents today may not know all that is going on with the UFO phenomenon, they have been briefed on its reality and subsequently ordered to maintain silence.

This chapter is dedicated to those high-ranking government leaders, scientists and military men and women who made public statements that contradict the five statements provided to the public by our own government. When viewed together, the following comments made by the U.S. and other world leaders prove beyond a shadow of any doubt that there is a presence of craft of unknown origin visiting earth on a daily basis and we need to take notice.

Air Force Statement No. 1:

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"There is no evidence that unidentified sightings were inimical or hostile."

There is much evidence to suggest UFO pilots can be hostile towards humans. Whether we are discussing the abductions of human beings or an unannounced visitation, the very fact, UFOs approaching our military jets and our commercial passenger planes “on a collision course” is not considered a friendly gesture. Second, regardless of the intentions of the pilots flying these ships, the fact that military pilots died while engaging these flying machines sends a clear message that some are “Hostile”!

The U.S. government is fully aware UFOs routinely engage our military and commercial Aircraft (causing concern over human safety): June 1, 1950, Captain Edward Ruppelt (USAF), with access to official information, shared the Air Force was cognizant of 35 reported aerial encounters between airliners and UFOs during the three-month period, April through June 1950. [lxxxv]

Press ponders; are UFOs a menace to the nation:

On August 2, 1952, the Bellefontaine, Ohio Examiner printed: “If it admittedly doesn’t know what they are, how can the Air Force be so sure Flying Saucers constitute no menace to the nation?” [lxxxvi]

A General; “U.S. Air Force lost pilots during aerial engagements with UFOs”:

In February 1953, General Benjamin Wiley Chidlaw, Head of Air Defense Command (Air Material Command USAF), during an interview with Robert Gardner, stated: "We have stacks of reports about flying saucers. We take them seriously when you consider we have lost many men and planes trying to intercept them".[lxxxvii]

The British government hid UFO safety concerns from the Public:

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In 1953, a British built Comet Jetliner took off from Dum-Dum Airport and crashed. The first investigator reported: "The Comet struck some sort of heavy object while in flight." British authorities denied the statement specifying electrical wiring in the tail caused the crash. What was not explained is how the upper portion of the pilot's cabin was sheared off in midflight. The plane wreckage was separated for a considerable distance.[lxxxviii]

The Swedish Government; "lost four pilots (and planes) during UFO jet chases":

Losing pilots during dogfights with UFOs have occurred over US soil, British soil, Russian soil and throughout other European, Asian and South American countries. On May 2, 1955, according to a local newspaper article, Swedish Air Force Planes (4) four of them disappeared while engaging UFOs somewhere in the coastal area of south-central Sweden. A spokesman for the Swedish Air Force said: "The Planes have vanished." [lxxxix]

U.S. Air Force General; U.S. lost four pilots during UFO intercept missions:

1956, Brigadier General Arthur E, Exon (USAF), informed Kevin Randle (UFO researcher) that the US Air Force lost four F-89s and the pilots during an aerial engagement (e.g., dogfight) near the Illinois/ Indiana line in 1955 to 1956.[xc]

The US Navy; "will engage UFOs that seem hostile":

On July 26, 1956, a newspaper article stated: Navy Pilots are to engage in UFOs (saucers) that appear hostile.

At a briefing at Los Alamitos Naval Air Station (CA), Navy Commander tells OCNS: "Its' gotten so we wouldn't dare say we've seen a UFO. If we did, every pilot in the Pacific would be ordered up. It would be pretty embarrassing if all we'd seen were a sunspot on the windshield." The statement in the paper: NAS Pacific ordered to

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engage in UFOs (saucers) if deemed hostile VP 771 Los Alamitos NAS.[xci]

The Portuguese Air Force; “UFOs are a concern for their pilots”:

On September 4, 1957, Captain L. Ferreira, a Portuguese military authority confirmed four jet planes encountered a Mothership and three saucers that dove at them. [xcii]

The Brazilian Government; “UFOs can be hostile towards man”:

On November 4, 1957, a UFO attacked two sentries at Fort Itaipu in Brazil. The fortress was a defense installation with long-range guns that protected the coast of Sao Paulo state, Sao Vicente, near Santos. According to the story, a sentry stopped in their tracks when it became evident a "star" was actually a luminous body heading for the fortress at tremendous speed: "In just a few seconds the UFO was flying over the fortress. Then it stopped abruptly in mid-air and drifted slowly down.

It hovered about 120 to 180 feet above the highest cannon turret and then became motionless. A hum was heard which apparently was coming from the mysterious disk-like body, and then a terrific wave of heat hit two of the sentries: "One of the sentries said later that, when the heat wave engulfed him, it was like a fire burning all over his clothes. [xciii]

He staggered, dazed, heat waves filling the air around him. It was too hot. He fought, and gasped and beat the air before him. He was suffocating. Then he blacked out and collapsed to the ground-unconscious. The Commanding Officer of the Itaipu garrison issued orders forbidding any release of information concerning the "attack" hours before. Not even close relatives were to be told of the event. [xciv]

General Curtis Emerson LeMay; the U.S. military cannot define intentions of UFO pilots:

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On May 1, 1964, according to an ‘APRO Bulletin’, at a recent Congressional Hearing, General Curtis LeMay, Air Force Chief of Staff stated: "I do not think you can clearly define the threat from space at this time. So, you cannot clearly define the countermeasures against it. But – we expect threats to emerge. Therefore, we should be doing some work in this area so that we will be capable of countering the threats if they appear or anticipate threats that may appear and – have something to counter them with". [xcv]

The U.S. Air Force: “Will destroy hostile UFOs”:

September 14, 1972, 6:00 am Air Force, and FAA radar in southern Florida sent two military jets (F-106) into the predawn skies to hunt for a mysterious glowing air born intruder over West Palm Beach Airport. NORAD was contacted, and the intercept was ordered. Fighters left Homestead Air Force Base. They were ordered to use onboard radar. One Air Force spokesman stated: "If it had proved hostile, we would have destroyed it."

The UFO departed the vicinity before the Jets arrived on the scene. Two separate FAA air traffic controls commented it was a "good clear target," the other said this "object was hard." The visual report from the ground FAA supervisor said it was "silver-white in color and cigar shaped." He confirmed he used binoculars. Pilot Major Gerald Smith said "there was something in the sky over the city" as they were getting cuts from two different military radar installations: "It looked weird." In his personal opinion, he said: "it was Venus." However, the FAA controller estimated the speed of the thing at 150 miles per hour, and it kept changing its course. It appeared erratic. They agreed it could not have been gas or other atmospheric phenomena, or any plane, as no aircraft were in the area.[xcvi]

Figure 4 - Typical Cigar Ship

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UFOs can disable U.S. Navy Nuclear Submarines:

In 1973 the Nuclear Submarine, USS Abraham Lincoln was one hour out of the Panama Canal when 4 men on the conning tower witnessed a 100-foot circular disc drop out of the sky, then proceed to make a circular arc around the submarine multiple times. According to research performed by Larry Fawcett and Barry Greenwood; "all Navigation, Sonar, and Electrical systems became lost. The ship was dead in the water."

Somehow this giant disc was able to disable a United States Nuclear Submarine holding 16 Polaris A1/A3 missiles. One of the four men on the conning tower had been filming the night lights and algae in the water and was able to capture the whole event on 16mm movie film and 35 mm still camera. The film was processed and shown to the Captain. All four men were later debriefed by the military and secret service men, were made to sign non-disclosure and penalty agreements (espionage) and then all were transferred to other bases for future assignments.[xcvii]

Iran; F4 Phantom Jets engage hostile UFOs:

On September 19, 1973, after midnight (19th), above Tehran, Iran, two successive F-4 interceptors attempted to catch a UFO. The event was documented in a Defense Intelligence Agency document and confirmed both radar and visual evidence of the UFO was achieved.

Each time visual contact was made, and the crew attempted to arm missile(s) for preparation to fire on the unidentified flying object. On each attempt, the weapons system electronics failed. This incident was made known to the American citizens through the Disclosure project when the pilot spoke to the public at the Washington Press Club in 2001. This very report was circulated to the White House, Secretary of State, Joint Chiefs of Staff, National

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Security Agency and the Central Intelligence Agency. Chapter 6 reveals more details of this dogfight (e.g., engagement).[xcviii]

U.S. Army helicopter pilot engages UFO:

October 18, 1973, Lt. Col. Lawrence J. Coyne, U.S. Army Reserve helicopter pilot with 3,000 hours of flying time had an encounter with a UFO. Captain Coyne and other three airmen had their close contact while flying in a U.S. Army Bell Huey utility helicopter in the vicinity of Mansfield, Ohio. Lt. Coyne described his experience at a United Nations UFO hearing in 1978: "With the aircraft under my control, I observed the red-lighted object closing upon the helicopter at the same altitude at a high rate of speed. It became apparent a mid-air collision was about to happen unless evasive action was taken.

"I looked out ahead of the helicopter and observed an aircraft I have never seen before. This craft positioned itself directly in front of the moving helicopter."

"This craft was 50 to 60 feet long with a grey metallic structure. On the front of this craft was a large steady bright red light."[xcix]

"As a result of my experience, I am convinced this object was real and that these types of incidents should require a thorough investigation. It is my own personal opinion that worldwide procedures need to be established to effectively study this phenomenon through an international cooperative effort." [c]The copy of the actual report can be found on the NICAP.org website.

Brazilian government confirms over 400 people injured over a three-year period during UFO encounters:

Four deaths were reported in government documents:

From 1976-1978, several hundred people in Brazil and Colares had "harmful" encounters with UFOs.

In a presentation to six former congressmen and women in 2013 in Washington DC, the following facts were revealed.

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"They were immediately immobilized as if a heavy weight pushed against their chest. The beam was about seven or eight centimeters in diameter and white in color. It never hunted for them but hit them suddenly. When they tried to scream no sound would come out, but their eyes remained open. The beam felt hot, almost as hot as a cigarette burn."[ci]

Doctor Wellaide Cecim Carvalho wrote: "All of them had suffered lesions to the face or the thoracic area." The lesions, looking like radiation injuries, "began with intense reddening of the skin in the affected area.

Later the hair would fall out, and the skin would turn black. There was no pain, only slight warmth. One also noticed small puncture marks in the surface. The victims were men and women of varying ages, without any pattern." According to these sources: The US government took part in the "Operation Saucer." COMAR (Comando Aéreo Regional, the Regional Air Command of the Brazilian Air Forces), arrived in Belém, and made a series of research projects in the region, under the project name Operation Plate (e.g., Operation Saucer). They would never affirm that UFOs or flying saucers were responsible for the beams of light, opting for a more "normal" explanation.[cii]

Air Force Statement No. 2:

"There is no evidence that unidentified sightings are interplanetary spaceships."

Researchers around the world now know The United States and other world governments have substantial "empirical evidence" (e.g., physical trace, radar, photographic and eyewitness testimony), that these ships are interplanetary.

Statements on the record from U.S., Russian, European and South American military men and women (from all military branches), civilian pilots, astronauts, and cosmonauts provide hard evidence that UFOs are real. This list of Hard evidence is growing exponentially.

Research groups of yesteryear (e.g. NICAP, APRO) and today (MUFON, NUFORC, the Paradigm Research Group and the

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Disclosure Project) have a growing library of written and video testimonials of UFO encounters from thousands of men and women from the Air Force, Army, Navy and other government agency and government contractors (e.g. NASA).

If you include the civilian population, the file case histories are well into the thousands and growing. People no longer fearing ridicule come forward to share their stories.

A visual and verbal testimony of such encounters can be seen on You-Tube during the Disclosure Project (2001) and the Citizens Hearing in Washington DC (2013) at the National Press Club. The truth appears to be emerging that our own government agencies and military services didn't have any plan to prepare the American public for this reality.

As we learned in Chapter 1, it was the CIA with the approval of unnamed senior officials at the Pentagon that initiated the debunking project, in turn agreeing to "withhold the truth" from the public.

Major Donald Keyhoe stated in his book: "Other military officers voiced how they hated the lies: "I do not believe in censorship, especially when it gets to be so dogmatic and ruthless as that imposed on dissemination of information about UFOs."[ciii]

Air Technical Intelligence Command knew we were dealing with "Intelligence from another world":

On September 23, 1947, General Nathan F. Twining writes Brig. General George F. Schulgen that after studies and conferences on "flying discs" by the various lab and engineering divisions at Wright Field, Dayton, Ohio, that these objects are "real." He further goes on to elaborate the balloon was a cover story to divert the Press. The following statements were made in this report: It is the opinion that:

1. "The phenomenon is something real and not visionary or fictitious";
2. "There are objects probably approximating the shape of a disc, of such appreciable size as to appear to be as large as

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man-made aircraft";
3. "There is a possibility that some of the incidents may be caused by natural phenomena, such as meteors";
4. "The reported operating characteristics such as extreme rates of climb, maneuverability (particularly in roll), and motion which must be considered evasive when sighted or contacted by friendly aircraft and radar, lend belief to the possibility that some of the objects are controlled either manually, automatically or remotely"; [civ]

The apparent common description is as follows:

1. "Metallic or light reflecting surface";
2. "The absence of trail, except in a few instances where the object apparently was operating under high-performance conditions";
3. "Circular or elliptical in shape, flat on the bottom and domed on top;"
4. "Several reports of well-kept formation flights varying from three to nine objects";
5. "Usually, no associated sound, except in three instances a substantial rumbling roar was noted";
6. "Level flight speeds normally above 300 knots are estimated."[cv]

The Swedish Government; objects are "not built on earth":

On November 4, 1948, a Top-Secret Memo written by the U.S. discussed a recent meeting with Swedish Air Intelligence Service on the Unidentified flying objects over Sweden. "

The Swedish government informed U.S. officials that after studying the objects that some reliable and fully technical qualified people have reached a conclusion that "these phenomena are obviously the result of a high technical skill which cannot be credited to any presently known culture on earth." [cvi]

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The U.S. Navy tracks massive spaceship; White Sands:

In May 1949, Commander, Robert B. McLaughlin, former head of guided missile research at White Sands Proving Ground, New Mexico reported that the flying discs are spaceships from another planet.

The article states, though officially debunked, the UFOs are spaceships. McLaughlin, later skipper of the destroyer Bristol shared the spaceships delight in zooming over the White Sands proving ground where navy experts and scientist were testing weapons. McLaughlin confirmed he along with five trained observers, using precision instruments (theodolite) tracked a strange object about 105 feet in diameter.

He shared: "Those discs were spaceships from another planet, operated by animate, intelligent beings." The article also shared a comment from a former classmate; Commander H.H. Larsen who felt further verification was needed. Larsen thought the objects seen could be skyhook balloons. The only issue with Larsen's comment was that the object tracked had windows and flew faster than a skyhook balloon.[cvii]

An FBI memo; three 50-foot diameter craft(s) were recovered:

In 1950 the Washington DC FBI field office produced an internal memorandum for J. Edgar Hoover revealing facts about the 1947 crash outside Roswell New Mexico. The FBI memo was as follows: "

"An investigator for the Air Force stated that three so-called flying saucers had been recovered in New Mexico. They were described as being circular in shape with raised centers. Approximately 50 feet in diameter, each one was occupied by three bodies of human shape but only 3 feet tall, Dressed in metallic cloth of a "very fine" texture. Each body was bandaged in a manner similar to the blackout suits used by speed flyers and test pilots."[cviii]

MacDill Air Force Base; "Flying Saucers are Interplanetary":

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In 1952, an evaluation of "flying saucers" was sent to Strategic Air Command Headquarters from MacDill Air Force Base. NICAP received the lead from former information Specialist Don Widener, one of the AF men concurring in this opinion. The spaceship conclusion was based on numerous AF sighting reports, especially those in the MacDill area.

The MacDill UFO project officer, an AF intelligence captain with whom Widener served, wrote the report. As a member of the project, Widener had access to official AF sighting reports, some of which have never been released. [cix]The statement provided was the following: "Captain (name redacted) and I drafted a report to SAC Headquarters," Widener has told NICAP.

"It stated that in our opinion the unknown objects were of extraterrestrial origin." He further stated to NICAP, "I imagine that his report is still gathering dust!" The other “UFO Investigator” bulletin listed one case evaluated by the MacDill project. It described the MacDill radar tracking of a UFO at 40,000 feet and visual reports by a B-29 bomber crew ordered to chase it. The UFO, a glowing oval-shaped device, reversed course and raced off. The sighting was never explained.[cx]

Norwegian Government; “crashed disc was not built on earth”:

1952 according to the Norwegian Government, a flying disc was recovered at Spitzbergen. Chairman of the Board, Col. Gernod Darnbyl stated: "The Spitzbergen disc was highly important. Although scientific knowledge does not permit us to solve all the riddles, I am confident that the remains from Spitzbergen will be of utmost importance in this respect.”

“Some time ago a misunderstanding was caused by saying that the disc was of Soviet origin, it has - this we wish to state emphatically - not been built by any country on earth. The materials used in its construction are completely unknown to all experts who

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participated in the investigation". This investigation of this recovered craft was most important as the team included U.S. and British government personnel. It was the Norwegian Government who accepted the help of our two countries to assist in the final analysis. [cxi]

Wright Patterson Air Force Base scientists; "UFOs' are manned by people of unknown origin":

On July 29, 1952, Captain Edward Ruppelt (USAF) confirmed: "many of the Intelligence people he knew were absolutely convinced that UFOs were from outer space"· In addition to this a special study by Major Dewey Fournet, Colonel W.A. Adams, and Colonel Weldon Smith, key members of Project Blue Book, which analyzed reported UFO maneuvers and concluded that such objects must have been under intelligence control. [cxii]

General Roger Maxwell Ramey; "UFOs are not Russian and could be "Interplanetary":

A few days later, on August 3, 1952, Major General Ramey admitted on a CBS "Man of the Week" TV show, those investigations would continue into the UFO phenomena. However, he made two interesting comments:

1. First, he stated: "he was convinced that Soviet Russia could not produce a material object capable of the limitless speed attributed to the "saucers.""
2. Second, he stated: "he was convinced at least that the saucers had no hostile intent." The article continues stating: "he did not rule out the possibility that the objects were interplanetary visitors, but he was exceedingly skeptical. The CBS show where these statements were made was called "Man of the Week." In an interesting twist, the General made

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> a few more points: "There has never been any instance of anything that could be tracked – that is traced, by radar or otherwise, entering, passing over and leaving the country. The radar sightings have been sporadic. There has been no suggestive pattern established".

Today, we know this statement was misleading. In fact, just the month before such an object was tracked, visually and on military radar at Monmouth New Jersey as well as over Washington DC during July of 1952. [cxiii]

About "unidentified objects," Ramey said: "I don't believe they enter into the defense of the country particularly." "Soviet Russia has no power to produce an object that can't be tracked as material or that uses such fantastic power as we hear about in these reports." He added, however: "There are some reports of incredible things from credible people."[cxiv]

The statement Ramey used: "I don't believe they enter into the defense of the country particularly" could be true in the sense the modus operandi of these beings may be more of a global initiative rather than just concerned about the U.S.!

Estimate of the Situation; "UFOs are manned by beings from another planet":

On September 27, 1952, Robert S. Allen reported that a Top-Secret Report being conducted by the Air Force expresses the belief that some of the mysterious flying objects are genuine and that they originate from "sources outside of this planet".

That is, these devices are interplanetary aircraft of some kind. The most detailed sightings came from atomic plants and military bases and research centers. According to an article written by Mr. Allen: "One important point stressed in the reports that the most authoritative and detailed sightings came from atomic plants and military bases and research centers." [cxv]Furthermore, these sightings number around 208 of the 1800 reports in the five-year study. The bases where such objects have been reported are:

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1. New Mexico: (Los Alamos and White Sands atomic plant and testing grounds, Albuquerque, Holloman, Kirtland and Walker Air Force Base);
2. California: (Muroc, Travis, Hamilton, George, Edwards, Sacramento and Mint Canyon airfields);
3. Tennessee: (Oakridge atomic plant, Knoxville and Dickson air base);
4. Ohio: (Dayton Air Force research center and Lockbourne air base);
5. Massachusetts: (Westover airfield);
6. The other States with Air Fields visited by these crafts were: Arizona, Alabama, Illinois, New Hampshire, New York, Mississippi, Michigan, Nebraska, North Carolina, South Carolina, Texas, Washington State, Oklahoma, etc. [cxvi]

The British Government; "spaceships are Interplanetary":

On January 1, 1954, a newspaper article reported: British Air Marshall Dowding said: "Flying saucers are unquestionably interplanetary craft and should be treated as such."[cxvii]

The British Government; "spaceships are not built on earth":

May 22, 1955, a newspaper article shared written by Dorothy Kilgallen stated: "British Scientists and airmen, after examining the wreckage of one mysterious flying ship, are convinced these strange aerial objects are not optical illusions or Soviet inventions but are flying saucers, which originate on another planet."

"This official, quoted scientists, as saying a flying ship of this type could not have possibly been constructed on earth." In another British statement: "We believe…that the saucers were staffed by small men probably under four feet tall". [cxviii]

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Hollywood Producers Clarence Greene and Russell House release movie on two UFO cases:

On April 23, 1956, according to UP, what was described as official Pentagon movies of the unidentified flying objects were previewed for the press today and so-called flying saucers proved to be bright, white and highly elusive. The real meat of the 90 minutes movie is a few seconds of the sketchy filming of shiny objects against a blue sky. The producers declined to explain how the films were released to them. Film No.1 was the Nicholas Mariana, ballpark case of August 15, 1950, at Great Falls Montana. The film shows two white spherical objects moving laterally and at the same distance from each other.

Film No. 2 was the 7 to 16 white objects filmed by Navy Chief Photographer Delbert C. New house, in the Utah desert on July 2, 1952. These objects appear to be inverted saucers. The movie was billed as "Unidentified Flying Objects." The Pentagon declared the objects filmed were neither aircraft, balloons nor birds.[cxix] (See Chapter 1 for Photo)

U.S. Naval Pilot; “we are being observed”:

July 1957 Former US Navy Pilot John C. Williams stated: "UFOs are controlled, apparently metallic machines from outer space. I don't know where they come from, but I have the feeling that we are being observed and studied by these outer-space beings-or whatever they are".[cxx]

USAF Pilot; “engages Aircraft Carrier sized UFO”:

May 20, 1957, Pilot Milton Torre, stationed at Manson RAF Base, involved a giant UFO in his jet over Ipswich, England. The details of this incident were immediately classified as Top Secret.

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Milton Torres was instructed to chase a large object and fire his rockets at something the size of an "aircraft carrier." For comparison purposes the USS FDR commissioned in 1945 was 968 feet long. If this unidentified flying object was the size of such a carrier, it had to be almost 3 football fields in length laid end to end. In a statement made to the Miami Herald in 2008 and to Miles O'Brien of Cable News Network (CNN): the 77-year-old Torres stated that the UFO he saw on radar in 1957 "was not made of this Earth" and that his mission to fire upon the UFO made him feel like: "a dumb little kid going to slaughter."[cxxi]

Torres expressed gratitude at not having fired his rockets as he became concerned he "would have been vaporized." Speaking to Miles O'Brien of Cable News Network (CNN), Torres said he is convinced the UFO he encountered was designed by an "alien" intelligence and was not manufactured on Earth. He also said: "It was some kind of alien spacecraft. It was so fast, it was so incredible ... it was absolutely death-defying." According to an article in the Toronto Star: To this day, when he [Torres] goes outside, he always looks up, half expecting to catch a glimpse of the prey that escaped him that night,".

Torres statements about his encounter with the massive UFO over England in 1957 can be seen on one of the Disclosure Project videos on YouTube.[cxxii]

Brazilian Air Force officials; “has UFO photographic evidence”:

In 1958, the head of the Brazilian Air Force bureaus charged officially with UFO Investigations, Cel. Adil de Oliveira declared in a newspaper interview, "Now it is impossible to have any doubt as to the existence of flying saucers." Later, by order of Brazilian President Dr. Juscelino Kubitschek de Oliveira, the four photos of the UFO were delivered to the Press for publication. This information came from the famous Isle of Trinidad UFO Incident involving the Brazilian Navy photographing a UFO from a battleship. Since this time several people have tried to debunk the case.[cxxiii]

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The French National Observatory at Toulouse, France confirms elliptical object in the sky:

Some unknown object was following the Russian satellite Sputnik: Sputnik 1 was launched into a low earth orbit on October 4, 1957. Just one month later Sputnik 2 was launched on November 3, 1957. Less than 1 year later Sputnik 3 was launched on May 15, 1958.

Sometime on November 8, 1958. The National Broadcasting Company (NBC) announced on a newscast that American radio experts and government officials were confident that new slightly different "signals" were not coming from the Soviet satellite! When the Russians launched the world's first satellite, it emitted a signal back to scientists. However, entirely unexpected an unidentified space object appeared near Sputnik and followed it emitting its own signal.

This signal was in the form of a long, low-pitched note, followed after a break of a few seconds by two short bleeps. Furthermore, an astronomer at the French National Observatory at Toulouse, France sighted an elliptical object in the sky. Watching through a telescope for five minutes. The UFO described as a brilliant canary colored thing was declared neither a meteorite nor one of the Sputniks. The object then flew back and forth, made two sweeping turns and descended. Two other observatories: "The Hague Observatory" and "Dunsink Observatory" reportedly also picked up signals near the Russian Sputnik satellites that were different than the Russians. [cxxiv]

The CAA (now FAA) tracks space vehicles by radar and believes the phenomenon are not of earth:

December 1, 1958, John Lester of the Newark Star-Ledger reported after speaking with over 500 CAA Radar Operators that he

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was informed they had tracked UFOs and most of them concluded the “unknowns” were interplanetary machines.[cxxv]

Dr. Werner Von Braun; “We face a force far more significant than Humans”:

January 1, 1959, in a German paper, Werner Von Braun during an interview stated: "We find ourselves faced by powers which are far stronger than we had hitherto assumed, and whose base of operations is at present unknown to us" (when asked about the deflection of a U.S. satellite). "More I cannot say at present. We are now engaged in entering into a closer contact with those powers, and in six- or nine-months’ time it may be possible to speak with more precision on the matter."[cxxvi]

General MacArthur: “We might have interplanetary war someday”:

On May 12, 1962 at West Point, General MacArthur addresses the Corp, General Westmoreland and General Grove:

“We speak …. of space ships to the moon; of the primary target in war, no longer limited to the armed forces of an enemy, but instead to include his civil populations; of ultimate conflict between a united human race and the sinister forces of some other planetary galaxy; of such dreams and fantasies as to make life the most exciting of all time.

And through all this welter of change and development, your mission remains fixed, determined, and inviolable: "it is to win our wars." [cxxvii]

President John F. Kennedy; “UFO fleets could have been interpreted, as Bombers or ICBM’s”:

On November 12, 1963, a White House memo to The Director of the CIA stated the following: "As I had discussed with you previously, I have initiated [unintelligible] and have instructed James Webb to develop a program with the Soviet Union in joint space and

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lunar exploration. It would be very helpful if you would have the high threat cases reviewed with the purpose of identification of bona fide as opposed to classified CIA and USAF sources. It is important that we make a clear distinction between the "known and unknowns" in the event the Soviets try to mistake our extended cooperation as a cover for intelligence gathering of their defence and space programs. When this date has been sorted out, I would like you to arrange a program of data sharing with NASA where Unknowns are a factor. This will help NASA mission directors in their defensive responsibilities."[cxxviii]

UFO picture declared authentic:

January 12, 1967, Former Major Dewey J. Fournet reported a local TV station in Louisiana submitted Polaroid photos of a UFO taken by a local fisherman on January 12th and 13th, 1967 to CBS for analysis. The object photographed was described as being solid and light grey in color, with the configuration of a shallow disc with domes on each side. One dome was slightly smaller than the other. According to NICAP, the network reported that two different agencies had examined them and declared them to be "authentic." One of the agencies was CBS TV.[cxxix]

Russian Air Force studying UFOs in Secret:

In 1968 on March 4, reporting from Moscow, the Russian Air Force appointed a general to lead a space detection agency on UFOs. According to Roy Blackman of the London Express when he visited the Air Force agency in Moscow, he was told: "This is secret work, and we have no comments to make." Certain scientists from CAS (the Civilian Academy of Sciences), declared all Soviet research on flying saucers should be grounded. CAS declared the Air Force's work was "sensational and anti-scientific." In Pravda (Russian newspaper), the CAS had stated that all objects flying over Russia are identified either by scientists or the military. Furthermore, they added: "If flying saucers exist, scientists would know about them." [cxxx]

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Brazil confirms UFOs are Extraterrestrial:

In 1968, a Brazilian meeting attended by official military and intelligence personnel declare UFOs to be of extraterrestrial origin.

After a 20-year study, the President of the Brazilian Institute of Astronautics and Space Sciences stated: “a critical, scientific study over a period of nearly twenty years…allows us to conclude that flying saucers exist…. (and) extraterrestrial objects.” [cxxxi]

The U.S. Army; tracks UFO during missile launch at Vandenberg Air Force Base:

In August 1976 ICBM tests Pacific Radar groups at Kwajalein and Meck Islands tracked a UFO near the nose cone of a launched missile as it fell towards earth. The UFO was said to cross the warhead's trajectory. The statement came from Province newspaper at Vancouver, BC. According to the paper article: "Experts at a missile base here (Huntsville, Alabama) say they are puzzled about strange "ghost ships" picked up by a powerful radar scanner in the Pacific during a tracking exercise."

The Base spokesman, Major Dallas van Hoose, would not say what they found but did say; "some unexplained aerial phenomenon were observed." The article continued saying scientists have been unable to find an explanation for the ghost ships. They mentioned that last August when an ICBM was launched from Vandenberg Air Force Base, the incident occurred when the nose cone reentered the atmosphere at 22,000 feet a second. Around 400,000 feet the radar picked up the UFO.[cxxxii]

Kuwait government; “UFO shut down Oil Pumping equipment”:

In 1978 a newspaper confirmed seven Kuwait Oil Company technicians and an American reported a jumbo jet sized cylindrical shaped UFO landed at the oil fields 90 miles from the capital at Umm Alaish.

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The craft caused temporary disruption of telecommunication and the operations of an oil pumping station about 250 yards from the landing site. According to the witnesses, the observers were horrified and were afraid to approach the craft. It made no sound, left no evidence and when it left the oil pumps began working again. According to the witnesses, the object was "definitely was not a helicopter."[cxxxiii]

Zimbabwe Air Marshall; “They are Interplanetary”:

According to research conducted by Timothy Good on July 22, 1985, an incident occurred at the Bulawayo Airport in Zimbabwe, Air Marshal Azim Daudpota was quoted in a local paper: "This is no ordinary UFO...scores of people saw it. It was no illusion, no deception, no imagination".

Timothy Good followed up with his research on this event and received a letter on October 24, 1985 from Air Commodore David Thorne, Director General of Operations in Zimbabwe who stated: "Although not speaking officially, as far as my Air Staff is concerned, we believe implicitly that the unexplained UFOs are from some civilization beyond our planet."[cxxxiv]

According to research performed by Don Berliner in his book "UFO Briefing Document; The Best Available Evidence," two Hawk Jets were scrambled to intercept the object after being tracked on radar. The UFO was described as being very bright and round and evaded the jets.[cxxxv]

Astronaut Gordon Cooper (USAF); “They are interplanetary”:

In 1985 former Astronaut US Air Force Officer (Retired) Gordon Cooper addressed the United Nations: "I believe that these extraterrestrial vehicles and their crews are visiting this planet from other planets, which are a little more technically advanced than we are on Earth. I feel that we need to have a top level, coordinated program to scientifically collect and analyze data from all over the Earth concerning any type of encounter and to determine how best to

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interfere with these visitors in a friendly fashion. We may first have to show them that we have learned how to resolve our problems by peaceful means rather than warfare before we are accepted as fully qualified universal team members. Their acceptance will have tremendous possibilities of advancing our world in all areas. Certainly, then it would seem that the U.N. has a vested interest in handling the subject quickly and properly."[cxxxvi]

Former CEO for Lockheed Martin (Ben Rich); “two types of UFOs -ours and theirs”:

According to an article written by Tom Keller, before the death of CEO Lockheed Skunk Works, Ben Rich, in 1995, he confirmed the U.S. knows of two types of UFOs: “ours and theirs”.

He specifically stated: we built our technology based on their designs from crash retrievals and hand me downs from the government. [cxxxvii]

Air Force Statement No. 3;

"There is no evidence that these unidentified sightings represent technological developments or principles, outside the range of our present-day scientific knowledge."

The above statement presented to the American public in the 1960’s is so arrogant, when I first read it, I had a laugh. Were the American people considered so patriotic, so blinded, that all common sense just flew out the window?

How could any country on this planet ever believe that a civilization formed earlier than man (somewhere else in the Universe) could not be more advanced than humans!

Clearly, if science has already determined, there are other Earth-like planets in the universe older than our world (by billions of years), and if life happened to have started there, it is reasonable from all logic, that other life forms could "and probably have" evolved far beyond man.

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If this possibility is, in fact, valid, these evolved people could have created a more sophisticated transportation system than our modern rockets, planes, cars, and trains.

UFOs outrun U.S. Fighters (superior performance):

October 1, 1948, Lt. George Gorman of the 178th Fighter Squadron encountered a flying disc over Fargo, North Dakota. Gorman signed a statement that the disk-like object (UFO) performed aerial maneuvers, out-running his F-51 fighter plane.[cxxxviii]

CIA Director; Russia and the U.S. do not have the level of technology possessed by UFOs:

The Worchester evening Gazette in May 1950 posted the following comments from a former CIA director: “The unknown objects are operating under intelligent control. It is imperative that we learn where the UFOs (unidentified flying objects) come from and what their purpose is.” In referring to the years of World War II and the years immediately following, he said: “I know that neither Russia nor this country had anything even approaching such high speeds and maneuvers.” [cxxxix]

Saucer shaped vehicle(s) is an advanced design concept:

In April 1950, a Navy Spokesman denied that the Navy was "developing super-speed planes that have been spotted as saucers."

The words used in the statement were: "The navy is not experimenting with, or doing research on, any type of plane or guided missile that resembles in any way a flying saucer."[cxl]

The Air Force understands UFOs represent technology beyond man-made science:

On September 8, 1950, Major General C.P. Cabell, Director of Intelligence, USAF sends a memo on "Reporting of Unconventional Aircraft" to all commands. In the document, it states: "The United

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States Air Force has a continuing requirement for the reporting and technical analysis of observations of unconventional aircraft which might indicate an advance in technological progress of a foreign power." [cxli]

In 1959, January 21, the Air Minister for the Royal Air Force UK, confirmed that: “R.A.F. units have standing instructions to report unusual flying objects when they cannot readily be explained. Reports, which may have a bearing on air defenses, are investigated. No special collaboration with Canada or the United States is required.”[cxlii]

Kevin Randle in his book: "The Government UFO Files: The Conspiracy of Cover-Up," stated the definition of "unconventional" is any aircraft or airborne object which by performance, aerodynamic characteristics, or unusual features, does not conform to any presently known aircraft type."[cxliii]

Though the Air Ministry confirmed "no special collaboration with Canada or the United States is required," we wonder about two things: 1) why make such a statement in 1959? 2) we know today through other officials a worldwide collaboration on this phenomenon began in 1947 / 1948 and continues to this day.

Northrop Chief Pilot; “man-made air vehicles do not have the technology to fly sideways”:

In 1950 Max Stanley the Chief Pilot for Northrop witnessed a UFO when flying from Texas to California. Their plane was at 20,000 feet when he and his flying companion spotted a metallic, translucent object high above them at 80,000 feet. The object appeared to fly sideways! Furthermore, we had no technology at the time where a craft can stop and reverse direction under extreme G-forces that would kill a human being. [cxliv]

General Mills scientists: “UFOs are beyond man-made technology”:

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On October 11, 1951, two General Mills scientists using a theodolite observed several UFOs around their balloon: "These objects seem best described as devices well beyond the state of 1951 technology". Reviewed by Dr. James E. McDonald. [cxlv]

French Engineer and Former Minister of Finnish Government; "UFO propulsion was not conventional":

On June 9, 1951, around 8:05 pm Mr. Saastamoinen an engineer and former ex-minister of the Finnish Government observes a UFO near Mikkeli, Finland. The disk-shaped craft flying at 10,000 feet was said to be perfectly round and 25 meters in diameter. The UFO had the color of aluminum with no signs of visible windows. He stated the object appeared to be traveling at 800 miles an hour on a straight and level course. His attention was drawn to the disk while driving with his wife. He stopped the car to observe the object as it disappeared into the clouds. His verbal report to the USAF, Air Attaché at the American Embassy at Helsinki was that it had no sound and his opinion of the propulsion was neither a conventional reciprocating engine nor jet engine.[cxlvi]

Brigadier General McCauley; "UFOs are outside our Knowledge":

On July 31, 1952, during a speech given in Montpelier, Vermont "Brigadier General James W. McCauley, commanding officer of the northeast air defense, said the U.S. Air Force is certain that 'flying saucers' are not enemy missiles. He went on to say: "We don't know exactly what they are, McCauley added, but they aren't strange weapons from strange lands or foreign countries." [cxlvii]

Norwegian Government: "recovered UFO was not built on earth":

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1952 According to the Norwegian Government, a disc was found at Spitzbergen. Chairman of the Board, Col. Gernod Darnbyl stated: "The Spitzbergen disc was highly important. Although scientific knowledge does not permit us to solve all the riddles, I am confident that the remains from Spitzbergen will be of utmost importance in this respect. Some time ago a misunderstanding was caused by saying that the disc was of Soviet origin. It has - this we wish to state emphatically - not been built by any country on earth. The materials used in its construction are completely unknown to all experts who participated in the investigation". An extraordinary note here: The U.S. and British governments were involved with the investigation. [cxlviii]

The CIA understood UFOs could operate beyond man-made technology:

On December 10, 1952, in an internal memorandum Chief of CIA OSI H. Marshall Chadwell confirmed the tracking of an unknown flying object. The statement contained: "A very brilliant unidentified light over the coast of Maine at a height computed to be two or three times that which can be sustained by any known device."[cxlix]

The U.S. Government (and its contractors) understood UFO ships use "anti-gravity drives" which were beyond our technical capabilities in the 1940's and early 1950's:

"Last Autumn it was disclosed that no less than 35 Electronics and Aeronautical Companies and a number of Universities and foundations were working on a program designed to probe the secrets of gravity and universal gravitational under the direction of some of America's top scientists. Martin Aircraft Company – had signed on two of Europe's leading authorities on gravity and electromagnetism.

Dr. Burkharm Heim, Professor of Theoretical Physicists at Goettingen University, and Dr. Pascual Jordan of Hamburg University.

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Centers, where pure research on gravity is now in progress in some form or another, include in Institute of Advanced Study at Princeton, New Jersey, the University of Indiana's School of Advanced Mathematical Study, and the Purdue University Research Foundation.

Other Universities that became involved with MIT, Roger Babson Gravity research Institute of New Boston, New Hampshire and the University of North Carolina".

As far as Aircraft companies – Glenn L. Martin of Baltimore, Convair of San Diego, Bell Aircraft and Sikorski Division of United Aircraft. Furthermore, Lear Incorporated (Santa Monica), Clarke Electronics of Palm Springs, Sperry Gyroscope Division of the Sperry Rand Corporation of Great Neck, Long Island.

William P. Lear said that it would be possible to create artificial electro-gravitational fields: "whose polarity can be controlled to cancel out gravity."

According to this information, the goal is to propel vehicles without resorting to present method of using wings and air to get off the ground. Visualized is the ability to have spaceships capable of fantastic speeds without subjecting their passengers to the "G" forces caused by gravity's pull.[cl]

According to an aerospace consultant, Boeing, has been working on experimental anti-gravity projects. According to other sources, the following additional companies have been researching this topic for years were: Douglas Aircraft, Ryan Aeronautical Co., Glenn L. Martin Co., Gluhareff Helicopter and Airplane Co., Grumman Aircraft, Hiller Aircraft, Hughes Aircraft, Lockheed Aircraft, Lear Incorporated and Radio Corp.[cli]

Naval Admiral believes their technology was so advanced that their culture would have to be older than man:

On January 16, 1957, Rear Admiral Delmer S. Fahrney was quoted in an Associated Press article from Washington saying: "There are signs that an intelligence directs such objects because of the way they fly."

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“They are not entirely actuated by automatic equipment. The way they change position in formations and override each other would indicate that their motion is directed". Rear Admiral Fahrney also said: "he has no information or preconceived ideas as to whether the unidentified flying objects are from outer space, but believes they involve a "tremendous amount of technology of which we have no knowledge and that their development much have taken a long period of time."[clii]

On January 16, 1957, Rear Admiral Delmer D. Fahrney (Ret.) said the objects move at speeds which cannot be duplicated by the United States and Russian." Admiral D.D. Fahrney is a pioneer in the development of controlled aircraft and guided missiles for the Navy.

Fahrney said observers have estimated speeds of some flying objects at up to 12,000 miles an hour. "The state of technology in this country and Russia today would not permit duplication of the high speeds and terrific acceleration".

Furthermore, he said, "It's apparent that these objects are directed by intelligent beings because of the manner in which they maneuver."[cliii]

A USAF General; “UFOs are more technologically advanced than mans’ inventions”:

On April 14, 1959 Major General Donald J. Keirn, Chief of US Air Force nuclear engine program stated: the "AF had no proof that intelligent beings existed elsewhere, but…. it is entirely possible that some of them may have passed through our stage of evolution and may have already achieved a higher level of social and technological culture than our own". [cliv]

A Harvard scientist: “other worlds exist with thinking beings”:

In 1959 former Harvard Observatory scientist, Dr. Harlow Shapley stated: "We must now accept it as inevitable… there are other worlds with thinking beings". He is one of the hundreds of

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scientists to go on the record to articulate that men from other worlds pilot these UFOs.[clv]

Air Force Colonel admits: “their technology is superior to man”:

In 1966 Colonel Joseph Bryan former Air Force aviation aviator and staff member to General Lauris Norstad NATO and former Special Assistant to the Secretary of the Air Force once stated to Major Donald E. Keyhoe (USMC):

"The UFOs reported by competent observers are devices under intelligent control. Their speeds, maneuvers and other technical evidence prove them superior to any aircraft or space devices now produced on earth". He commented: “these UFOs are interplanetary devices systematically observing the earth, either manned or under remote control, or both.” “Information on UFOs, including sighting reports, has been and is still being officially withheld.” [clvi]

Japanese Air Force General; “these crafts are more advanced than human engineering”:

On January 1, 1967, it was conveyed: "UFOs have been tracked by radar, so UFOs are real and they may come from outer space, more advanced people piloting the ships than we."

General Kanshi Ishikawa, Chief of Staff of Japan's Air Self-Defense Force Commander of the 2nd Air Wing, Chitose Air Base (Japan), stated: "Much evidence tells us UFOs have been tracked by radar; so, UFOs are real and they may come from outer space... UFO photographs and various materials show scientifically that there are more advanced people piloting the saucers and Motherships." [clvii]

Italian Government; “UFOs outrun their Jets at impossible speeds”:

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On October 27 and November 2, 1977 ground and air observers spotted a glowing orange circle. According to a local paper, personnel in the Elmas Control Tower tracked the object visually and by radar. The Commander of the Office of Operations of the Air Force Base, Colonel Giomaria, ordered a jet interceptor aircraft to investigate. But the jet was unable to intercept the UFO as a result of its speed.

In the official report on the encounter, Major Francesco Zoppi, chief pilot of the Orsa Maggiore Squadron of the A.L.E. 21st. Helicopter Group and his co-pilot, Lt. Riccardelli, said that they had been at a distance of less than 1,000 feet from the luminous circle. Colonel Mario D'Angelo, Commandant of the Cagliari Air Force Base, made no attempt to deny what had occurred. It was later reported – "no other aircraft was in the air at the time." According to the pilots, the story is as follows:

"We had taken off in the helicopters for a normal training flight when, at a distance of about 300 meters, I saw, in front of me, an extremely bright orange colored circle. My first thought was that it was an optical illusion, but a soon as Lt. Riccardelli, who was sitting beside me, also saw it, we at once contacted the Control Tower by radio. They replied that nothing was visible from the ground. Meanwhile, the fiery circle continued to be there, right in front of us and moving at a speed almost identical with our own. Then I asked the other two helicopters in our squadron whether they could see it. One said they could and that that they were seeing the same thing as we were, while the third helicopter, piloted by Captain. Romolo Romani replied that they saw nothing."

"The luminous circle then vanished at a speed impossible for any aircraft of this world to equal. I called the Control Tower again and was informed that in the meantime other people had seen it and had been following it with binoculars. But the radar had detected nothing."

"I rule out any possibility that it can have been an aircraft or sonde balloon. Had it been an aircraft, the radar would have been bound to corroborate its presence. As for a sonde balloon – that is even more improbable because, at the distance at which we were

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from it, the balloon would never have been able to vanish at so high a speed."[clviii]

French scientists and former Military personnel determine Flying Saucers are real and beyond our technology:

In 1978 a French government UFO study group (GEPAN) concluded:

> **"Everything taken into consideration, a material phenomenon seems to be behind the totality of the phenomenon - a flying machine whose modes of sustenance and propulsion are beyond our knowledge." [clix]**

Russian scientists; "UFO technology is beyond man's capabilities":

In 1981 during an interview with Henri Gris, Dr. Felix Y. Zigel, Professor of mathematics and astronomy at the Moscow Aviation Institute, made the following comments: "We have seen these UFOs over the USSR; craft of every possible shape: small, big, flattened, spherical".

"They are able to remain stationary in the atmosphere or to shoot along at 100,000 kilometers per hour... They are also able to affect our power resources, halting our electricity generating plants, our radio stations, and our engines, without however leaving any permanent damage. So, refined a technology can only be the fruit of an intelligence that is indeed far superior to man." [clx]

Russian military officer; "UFO technology was beyond the man-made technology of earth":

On March 21, 1990, The Chief of the Russian Air Defense Forces, General Igor Maltsev, commented that a 200 meter (328-foot disc) near a Russian highway was beyond terrestrial machine capabilities at the time of the encounter with MIG fighters. In other

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articles, he was quoted as believing these machines have been able to master gravity.[clxi]

Former U.S. NASA Scientist; "UFO technology was beyond man-made technology and has an electromagnetic impact on human equipment":

In 1998, a former NASA research scientist, Dr. Richard F. Haines made a comment:

"What I found [in doing research for the book Project Delta] was compelling evidence to claim that most of these aerial objects far exceeded the terrestrial technology of the era in which they were seen. I was forced to conclude that there is a great likelihood that Earth is being visited by highly advanced aerospace vehicles under highly 'intelligent' control indeed." [clxii]

In 1980 and 1992, former NASA scientist Dr. Richard Haines made two statements of importance:

Statement 1 (1980): "We're not dealing with mental projections or hallucinations on the part of the witness but with a real physical phenomenon."

Statement 2 (1992): "Reports of anomalous aerial objects (AAO) appearing in the atmosphere continue to be made by pilots of almost every airline and air force of the world in addition to private and experimental test pilots. This paper presents a review of 56 reports of AAO in which electromagnetic effects (E-M) take place onboard the aircraft when the phenomenon is located nearby but not before it appeared or after it had departed.

"Reported E-M effects included radio interference or total failure, radar contact with and without simultaneous visual contact, magnetic and/or gyro-compass deviations, automatic direction finder failure or interference, engine stopping or interruption, dimming cabin lights, transponder failure, and military aircraft weapon system failure."[clxiii]

Air Force Statement No. 4:

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“There is no evidence that these unidentified sightings are a threat to the security of the country."

U.S. government agencies once declared; “UFOs are no threat to the security of the United States”. The above statement is written with an out passage "there is no evidence" which proves they are a threat. In fact, the evidence did exist they were a threat through aerial engagement. Evidence of such hostility can be seen in the following actions taken by UFOs and their occupants:

1. Shutting down U.S. and Russian nuclear missile sites during the 1960’s and 1970’s;
2. Shooting at or chasing U.S. military planes (and vice versa);
3. Acting aggressive (flying head-on, creating near-miss scenarios as well as performing circles around) our commercial passenger planes.

If these actions are not a direct "threat," they are at least very disturbing. Someone or something is clearly in control of the machinery, and they do not follow human-made laws. For a branch of the U.S. Government to empathically articulate: “there is no evidence”; means the U.S. government has:

1. No photographic evidence of UFOs;
2. No radar evidence of such UFOs;
3. No movie film evidence of UFOs;
4. No eyewitness testimonies of UFOs.

Furthermore, the statement leads us to believe that these flying objects and their pilots have never caused physical damage to equipment or physical danger harm (a threat) to the security of the U.S. or its citizens.

From the stories, we have already covered we know this statement has been overturned with aerial encounters in the U.S. and European Skies.

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Finally, researchers have now proven members of the U.S. government (and intelligence agencies) have stated to witnesses: “do not reveal any information on this sighting," "we were never hear," this event never happened," and "this is a matter of national security." Some of these individual witnesses have been sworn to secrecy and sign non-disclosure agreements. This, in fact, makes statement 4 (above) null and void.

Greek scientist: “Greek government determined, UFOs are not man-made and a world blanket of secrecy is placed in effect”:

We have already discussed the fact that in 1947 Dr. Paul Santorini a Greek physicist and engineer investigated Unidentified Flying Objects over Greece. When first observing these objects he initially thought the objects might be Soviet Missiles. Then in 1947, Dr. Santorini confirmed: "We soon established that they were not missiles... Foreign scientists flew to Greece for secret talks with me." According to Raymond Fowler's research, one of those countries that came to Greece were representatives of the U.S. Government. These representatives were from the "Pentagon and US scientists." Santorini further informed his colleagues that: “a world blanket of secrecy surrounded the UFO question because the authorities were unwilling to admit the existence of a force against which earth had "no possibility of defense."

Furthermore, the Greek scientists added: "for the time being, aliens were probably visiting earth to collect plant and animal specimens but that their future purposes, if any, were entirely unknown to us."[clxiv]

The US Government not only considers the Flying Discs as potential threat to national security but withholds the evidence (Photographs):

February 12, 1948 Brigadier General C.P. Cabell, USAF, Chief of Air Intelligence sends a letter to the Director of Intelligence telling him that a letter dated 30 December 1947 from the Commanding

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General at Air Material Command instructing the Air Force to set up a project to collect, collate, evaluate and distribute to interested government agencies and contractors all information concerning the sightings and phenomena in the atmosphere which can be construed to be of concern to the national security.

"The Commanding General, AMC feels that the responsibility assigned to him for collecting and developing information and intelligence on the "flying discs" should be complemented by a requirement that all Air Force Installations in the United States and Alaska provide a minimum of one each fighter or night interceptor type aircraft, with necessary crews, on a continuous alert basis. These aircraft should be equipped with gun camera and such armament as deemed advisable, in order to secure photographs necessary to the obtained of all possible data on any reported and sighted unusual phenomena, of the flying disc type in the atmosphere."

Though at the time (1948), the U.S. arsenal did not have enough planes to cover all airfields, this very idea was adopted several years later. Around the world, military leaders started requesting UFO interceptor jets be placed near runways at bases in the U.S. in the 1950's and 1960's. [clxv]

To this day, the USAF or any other military branch has never released any photographs of UFOs from any Air Chases from gun camera's and military bases or AEC facilities where special cameras were mounted for purposes of capturing flying devices. There are several exceptions to my statement:

1. On March 21, 1990, Russian MIG fighter jets were able to photograph a UFO after locating the object by thermal camera. This case was shared with the public by General Igor Maltsev, Chief of Staff, Air Defence Forces. Furthermore, he stated that the rules now are not to fire on UFOs.
2. In other declassified Russian fighter jet files, cameras on board MIG 21 jets captured images of a cigar (cylinder)

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shaped UFO outpace the planes. Their speeds began at 600 KPH then jumped to over Mach 3 in ten seconds as they departed the area. This particular video was narrated by none other than Roger Moore and can be seen on YouTube "The Secret KGB UFO Files."

Atomic Energy Commission (AEC) asked all UFOs be reported when the objects appeared over Atomic / Nuclear plants:

On October 7, 1950 newspapers reported strange lights appearing over the Atomic Facilities at Los Alamos, New Mexico. Then on November 22, 1950, a flying Cigar shaped UFO was seen over the Hanford Atomic Plant. December 2, 1950, the same UFO phenomenon happened over an Atomic Site in South Carolina.[clxvi]

Dr. Albert Einstein pleads with White House to stop shooting UFOs:

On July 26, 1952, Dr. Albert Einstein called the White House to speak to the U.S. President to withdraw the "shoot down" order on UFOs. Dr. Einstein was concerned these unknown visitors could defend themselves. This request was posted in various newspapers at the time. We have to ask ourselves several questions:

1. If the U.S. government states there was nothing to UFOs, why would it give pilots "shoot down orders"?
2. Why would Professor Albert Einstein, one of the world's top-scientists believe we should not shoot these beings down?
3. In 2013, why would British scientist Stephen Hawking be so concerned over responding to Alien signals from space? [clxvii]

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The U.S. prepares jet fighters with weapons to engage UFOs considered "hostile" to our country:

On August 2, 1952, in a statement by ENT Air Force Base, Colorado the US Air Force Defense reported a heavy number of UFO reports and that jets are loaded and ready to respond when needed. In another statement released: "The results of the scrambles aren't for it to announce. Findings are turned over to technical experts at Wright Patterson Air Force Base in Dayton, Ohio."[clxviii]

The U.S. government grows concerned with UFOs over AEC (Atomic) plants and atomic or nuclear stockpiles:

On September 25, 1952, a highly classified report containing 1800 sightings reveal 20% of all UFO sightings were over Atomic Plants and secret military bases. The study included 19 highly classified locations were air intrusions occurred by objects of unknown origin. Again, we have to ask another question: Why would the U.S. government state to the American public that UFOs are not a threat, when in fact they were concerned with these objects hovering over our atomic stockpiles?[clxix]

Atomic Energy Commission reports UFO over AEC plant:

On November 24, 1952 Equipment operators at the AEC, Savannah River Operations in Augusta, Georgia observed a round red colored UFO. The AEC security division reported the event as being seen for thirty seconds. [clxx]

CIA; concerned with UFOs over Vital US installations:

On November 25, 1952, a CIA document revealed the following: "Recent reports reaching the CIA indicate that further action was desirable and another briefing by the cognizant A-2 and ATIC personnel was held on 25 November.

At this time, the reports of incidents convince us that something is going on that must have immediate attention.

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The details of some of these incidents have been discussed by AD/SI with DDCI. Sightings of unexplained objects at great altitudes and traveling at high speeds in the vicinity of major U.S. defense installations are of such nature that they are not attributable to natural phenomena or known types of aerial vehicles". [clxxi]

Chasing UFOs costs pilots and planes:

Today UFO case researchers have uncovered many cases where the U.S. lost pilots while trying to intercept UFOs in flight. One example that was declassified still remains a mystery.

On November 23, 1953, four men in two jets (F-86) lost their lives after leaving Truax Field in Wisconsin. The first plane left the base around noon exploded and crashed.

"The second plane leaving the base later around 6:22 pm was tracking a UFO over Lake Superior when Radar showed its image merge in mid-flight with another unidentified aerial object. The unidentified object remained on the radarscope, while our jet and crew disappeared."

No wreckage was reportedly found. Air Force documents later released blame the incident on a Canadian bomber in U.S. Air Space. Canada then denied any plane was in the air, around that area at that time.[clxxii]

British government; "Jet encounters with UFO over Atomic Facility":

October 1, 1957, a British report by Officer Sweeney stated a: "UFO had near collision with Jet over Atomic Facility Military Base in Warwickshire, England." This particular facility was a British Bomber Base.[clxxiii]

UFO hovers over nuclear weapons storage area at Kirtland Air Force Base:

Dr. James McDonald studied a Kirtland Airfield New Mexico UFO encounter where an object descended into the

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weapons storage area: On November 4, 1957, an Egg-shaped UFO descends into a restricted area of Kirtland Air Force Base, New Mexico.

The unidentified aerial object proceeded to land on the runway. According to the review of the case by the Condon committee, this object was suspected (not confirmed) as a wayward civilian plane that had lost its way. Scientist and researcher, Dr. James E. McDonald several years after the event, contacted several men on duty that evening.

Dr. McDonald uncovered the truth of the matter, which contradicted the conclusions reached in the Condon Committee report. The findings were astonishing, in that the witnesses confirmed no one from the Condon committee ever asked them about the event or misstated what we shared.

To the point, these witnesses confirmed to Dr. McDonald that stated no plane landed and in fact, the object resembled a round glowing egg-shaped object. This study by Dr. James McDonald can be found in several sources today including the 'Flying Saucer Review Magazine' (FSR), 1970, Volume 16, Number 5.

The U.S. Government swears witnesses to secrecy after UFO encounters:

The government by its own actions confirmed one particular sighting was a concern for National Security. On November 6 (or 11th), 1957 a man by the name of Mr. Olden Moore witnessed a large disc, described as being 50 feet in diameter and 16 feet high hovering over a field in Geauga County, Ohio. The flying disc "hovered above the field" at 60 meters until it descended and came to rest. Civil Defense investigators were dispatched to the scene and confirmed trace evidence:

1. landing pad holes (impressions);
2. footprints; and
3. evidence of low levels of radiation.

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Two weeks after the sighting Moore was taken to Wright Patterson Air Force Base (OH) and then on to Washington DC for interrogation. After the meeting, Mr. Moore was then sworn to secrecy. [clxxiv]

Though he was under oath, three years later, he shared his story with newspaper reporter Don Berliner, then of the Painesville (Ohio) Telegraph, on Jan. 21, 1961. Moore stated that, within two weeks of the sighting, he was taken to Youngstown (Ohio) Air Force Base by car, then to Wright-Patterson Air Force Base by helicopter, and from there to an air base within 20-30-minute drive of Washington, D.C. (probably Andrews Air Force Base) in a small Air Force transport plane. Two government representatives remained with him at all times.

According to researcher Don Berliner, this interview took three days. Moore was under the impression that the men doing the questions led him to conclude that they were less interested in learning what he had seen than in finding out how much he had detected. He said he got the definite impression that those asking the questions were quite familiar with what he had seen. At the end of the third day of questions, Moore was required to sign a statement promising never to tell of his trip to Washington. Upon returning home, all he would tell the newspapers was that he had talked with some officials at home and others elsewhere. His wife said he was taken to Washington, but Moore did not confirm this at the time.[clxxv]

We have to ask ourselves the question if UFOs are figments of the imagination, why would any government agency officials require men or women be sworn to secrecy of such events especially when a someone reports an unusual object lands in a field?

The Brazilian Government Barauna UFO Photos "authenticated":

On April 17, 1958, an official document on the Trindade UFO story was made available to the Brazilian House of Representatives. This particular document commented on the Barauna UFO photos and various incidents that took place on the island. This secret

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document (which was minus some Top-Secret information like the electric power failures) was leaked to the public and later published in several Brazilian newspapers.

A few of the papers carrying the story was "The Correia da Manha," "The 0 Jornal", and "The Jornal do Brazil." A reaction to the leak of the Navy document appeared immediately in a press release issued by the Navy Minister Office over the signature of Commander Raul Lopes Cardoso: “The Navy has sent a memorandum to the House of Representatives with the answers to the questions asked by Representative S. Magalhaes, in an official document, on the sighting of a flying saucer on January 16, 1958, at the Island of Trindade.[clxxvi]

“I must declare, however, that such a memorandum is a classified document, and the House of Representatives is not authorized to divulge any information included there. Only the President of the Republic, or the Navy High Command, could give the order to declassify the Navy Secret Report on the subject and make it available to the public."[clxxvii]

"I would like to make it clear, on the one hand, that the document received by Rep. S. Magalhaes is not the Navy Secret Report itself. That report continues to be absolutely secret.

Any information or comments about it are still forbidden. What was sent to the House was a single memorandum, classified too." [clxxviii]

Why would a Brazilian photo of a UFO be considered classified and not be revealed to the public if the craft was, in fact, a misidentified plane, balloon, planet, meteor, hoax, bird or something man-made?

The U.S. government; “UFOs are of vital concern to the National Security”:

These amended orders now applied beyond air and grown troops to that of men at sea. On February 1, 1959, JANAP 146D is released to the public for dissemination. JANAP is the Canadian – United States Communications Instructions for Reporting Vital Intelligence Sightings. The section 201 a (1) mentions reporting of

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Unidentified Flying Objects would now apply to fishing vessels and their crew. [clxxix]

Former CIA director and Admiral confirms the US Government is concerned over UFOs:

February 28, 1960, a newspaper article revealed: "The Air Force has sent its commands a warning to treat sightings of unidentified flying objects as serious business directly related to the nation's defense."

The new regulations issued by the Air Force inspector general had been dated December 24, 1959. A copy was sent to the Senate Science and Astronautics Committee.

Admiral Roscoe H. Hillenkoetter made the statement, "behind the scenes, high ranking Air Force officers are soberly concerned about the UFOs." He further reiterated: "It is time for the truth to be brought out in open Congressional hearings." [clxxx]

Minnesota Congressman Karth admits UFOs are involved in the nation's security:

On December 1, 1960, in a letter to NICAP, Congressman J.E. Karth (MN) stated: "UFOs are involved in the nation's security and cannot be discussed publicly." His full statement is as follows: "As a member of the House Committee on Science and Astronautics, I, of course, have had contact with high Air Force officers and have an opportunity to hear their comments on and off the record on the subject of unidentified flying objects. Despite being confronted with seemingly unimpeachable evidence that such phenomena exist these officers give little credence to the many reports on the matter. When pressed on specific details the experts refuse to answer on the grounds that they (UFOs) are involved in the nation's security and cannot be discussed publicly. I share your interest and concern for the nation's well-being and will continue to seek a definite answer to this most important question."[clxxxi]

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Air Forces around the world shoot at the Unidentified Aerial Objects:

On January 29, 1962, a "...a Royal Dutch Air Force pilot flying an F-86 Sabre Jet sighted an unknown flying device over Eastern Holland. The radarscope onboard the Jet also confirmed the presence of the unidentified object. When the pilot radioed his base, he was informed that the UFO was being tracked by control-tower radar. Following instructions, he tried to make radio contact with the unknown machine. When his urgent warning to answer went unheeded, he prepared to attack. Arming his rocket, the pilot tried to close the gap, but the UFO swiftly pulled away before he could fire. Within a few seconds, it disappeared."[clxxxii]

Senator Harry F. Byrd confirmed UFOs is a National Security concern:

In 1966 a letter from Larry W. Bryant to Senator Harry F. Byrd on a Fort Monroe Report. Col. Rex. R. Sage, Office of Legislative Liaison at the Pentagon stated to Senator Byrd: "Ft Monroe HQ is responsible for determining whether or not the information must be protected in the public interest... the information should be given to only those who have a need to know due to their duties...it is believed the desired information should be withheld". [clxxxiii]

Air Force letter confirms it is responsible for determining what UFOs are a threat to the Nations Security:

March 6, 1967, in a letter to a UFO witness, the Air Force responded: "Within the Department of Defense the Air Force has the responsibility of investigating UFOs reported to it and determining whether or not these objects constitute a threat to our national security. This program is carried out under the designation of Project Blue Book". [clxxxiv]

General Bolender Memo of 1969 states that the USAF will still consider whether UFOs pose a threat to the security of the

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United States:

On October 20, 1969, in the famous Bolender Memo revealed: "Moreover, reports of unidentified flying objects which could affect national security are made in accordance with JANAP 146 or Air Force Manual 55-11 and are not part of the Blue Book system." The memo continued: "The Air Force experience, therefore, confirms the impression of the University of Colorado researchers "that the defense function could be performed within the framework established for intelligence and surveillance operations with the continuance of a special unit such as Project Blue Book." Furthermore, the memo states: "In light of the University of Colorado recommendation that the federal government should not set up a major new agency for the scientific study of UFOs, we do not favor this suggestion and feel that UFO reports should be left to normal scientific and defense channels." [clxxxv]

Russia and the United States enter mutual agreement recognizing UFOs could be mistaken as bombers and missiles avoiding World War III:

On September 30, 1971, according to Dr. Roberto Pinotto (C.U.N. - Centro Ufologico Nazionale – Italian National UFO Centre, Milan) an agreement between Russia and the United States was signed in Moscow. This signed agreement according to the article in FSR, is based on two concerns: 1) avoiding the accidental outbreak of war between the U.S. and U.S.S.R through faulty interpretations of UFOs as ballistic missiles, 2) that both countries agree about hiding the truth about UFOs from the public.[clxxxvi]

Note this signed agreement came into existence eight years after President Kennedy asked NASA to work with Russian scientists (in 1963) to avoid a potential calamity over UFOs being misidentified as missiles.

South African UFO shooting causes News blackout:

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On June 28, 1972, around 8:00 am a farmer and policeman in Fort Beaufort, South Africa shot at an oval-shaped UFO. According to the local papers, a UFO with lights attempted to land. At the same time, the local farmer and police opened fire on the strange object. One news account stated there appeared to be a news cover-up as police ordered a blackout of information.

After shooting at the craft, the UFO reportedly retaliated by firing on a brick reservoir destroying it. According to the farmer, he saw the object again on July 8th when his farm was rocked by two further explosions. Kenneth Whiting of the Associated Press pointed out many interesting facts of the event.

According to the report: "The police insist they had every right to shoot at it." The object according to the observers revealed: "It seemed to glow red in the bush and as I watched, it turned from bright red to dark green and then to whitish yellow." When the police arrived, the group tried to herd the UFO from the bush, but it veered away into trees as they approached. They observed a star like protuberance at the far end of the oval-shaped craft. The object remained hovering, emitting a humming sound for four hours, while 15 shots were fired as close as eight yards. The object was reportedly small with dimensions: 3 feet wide and 6 feet long. The UFO then left crashing noisily through the undergrowth. Furthermore, the Deputy Commissioner of police reportedly said:

> **"I know of no law which forbids you to shoot at an invader from outer space."** [clxxxvii]

The US Navy confirms Nuclear Submarine fleet is vulnerable to UFOs: In 1973 the Nuclear Submarine, USS Abraham Lincoln was one hour out of the Panama Canal when four men on the conning tower witnessed a 100-foot circular disc drop out of the sky, which then proceeded to make a circular arc around the submarine multiple times. According to research performed by Larry Fawcett and Barry Greenwood: "all Navigation, Sonar, and Electrical systems became lost." The ship was said to be dead in the water. Somehow a giant

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disc from an unknown origin was able to disable a United States Nuclear Submarine holding 16 Polaris A1/A3 missiles.

One of the four men on the conning tower had been filming the night lights and algae in the water and was able to capture the whole event on 16mm movie film and his 35 mm still camera. The film was processed and eventually shown to the Captain. Upon returning to port, military and secret service men debriefed the four witnesses. According to researchers on this case; these men were forced to sign non-disclosure and penalty agreements about the incident and were finally transferred to other bases for future assignments.[clxxxviii]

UFOs interested in our Atomic Energy Plants (AEC plants):

As we shared earlier, in 1977 a highly classified report of 1800 sightings revealed 20% of all UFO sightings were over Atomic Plants and secret military bases. The study reflected 19 highly classified locations were where the air intrusions occurred.[clxxxix]

Japan Airlines 1628 and the UFOs

CIA swears FAA staff to secrecy over Japan Air Lines flight 1628 encounter a Mothership over Alaska in 1986. On November 17, 1986, a massive UFO followed Japanese Airlines flight 1628 (Jumbo Jet 747) over Alaska for about half an hour. A few days later, experts analyzed the radar evidence and the pilot cockpit voice recorders. The information was shared with top FAA officials.

In his testimony, FAA chief John Callahan stated that after the incident, there was a special meeting called with staff from the CIA,

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FBI and Reagan's Scientific Study group. Callahan claimed that after reviewing the boxes of data: "one of the CIA men stood up, looked at everyone in the room and stated that this meeting "never happened."

Then the CIA took the video film and records of the UFO event. John, then said: "When they got done, they actually swore all these other guys in there that this never took place. We never had this meeting. And this was never recorded."

Callahan didn't stop there, he further stated that from his own personal experience, the FAA had a history of covering up such incidents when he stated: "Well, I've been involved in a lot of cover-ups with the FAA. When we gave the presentation to the Reagan staff, I was behind the group that was there. And when they were speaking to the people in the room, they had all those people swear that this never happened." [cxc]

U.S. Air Force Statement No. 5:

"There is no physical or material evidence, not even a minute fragment of a so-called "flying saucer" or "spaceship has ever been found"

The above statement above all others is the most unflattering to the intelligence of the American Public. It is very apparent the American public is held in low regard, we are thought to be mindless beings.

Today, researchers have documented hundreds if not thousands of witnesses affirming the U.S. government agencies recovered spacecraft (and in some cases occupants) from 1947 to the present. In fact, I was personally honored to have a met a former (now retired) Army Air Corps military officer who had been at Wright Patterson field claiming that he saw several discs in one of the hangers in the year 1947.

Furthermore, another friend of mine shared with me, he knew a former engineer who knew another engineer who had worked on back engineering projects of UFO parts as early as the 1950's. This particular part back engineered was said to be what is now known as fiber optics.

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Such testimonies from people, directly contradict the government position and in fact suggest we have taken possession of these objects and back engineered the designs for our own use.

The 1947 Roswell, New Mexico crash revealed the craft was not made on earth, and its occupants are not human:

UFO researchers on the Roswell crash have interviewed over 600 witnesses. In a 1947 FBI memo, it confirmed the recovery of several spacecraft. The 1995 GAO report on the Roswell incident admitted all outgoing messages had been destroyed under someone's orders. According to the GAO report, these documents were to be saved and not destroyed. Furthermore, there was no evidence in the GAO report of who (or whom) ordered the destruction of the messages. [cxci]

Given the level of secrecy of information around UFOs for National Security reasons, I wonder if the GAO had found any of the outgoing messages would some U.S. agency prevent the information be shared with the public? Just how far does the secrecy encompass all Americans?

The Chilean Navy confirms it has photographic and film evidence showing UFOs are real:

On February 23, 1949, The Chilean Government in an Antarctic expedition filmed hundreds of feet film of unidentified flying objects circling above their ships. Major Donald Keyhoe in his book revealed the following message from Commander Orrego: "During the bright Antarctic night," … "we saw flying saucers, one above the other, turning at tremendous speeds. We have photographs to prove what we saw." One source stated one of the objects was Cigar shaped.[cxcii]

U.S. Navy scientists track a large UFO by theodolite over New Mexico:

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April 24, 1949, Aeronautical engineers working for the Navy monitored a 100-foot diameter UFO traveling at 25,000 miles per hour with a Theodolite. True Magazine published a story on the case of Commander R.B. McLaughlin: "Piloted spaced Ships by Intelligent Beings." According to Commander McLaughlin: "I am convinced that it was a flying saucer and, further, that these disks are spaceships from another planet, operated by animate, intelligent beings." Further to his comments, Commander McLaughlin gives us some insight to his thinking of these objects. "I think that the saucers are piloted spaceships, first because of their flight performance." Further McLaughlin states:

1. “This extreme maneuverability-plus their large size eliminated for me the likelihood of their being operated by remote control.”;
2. “Their behavior would indicate that they are interested only in observing us.”;
3. "I must suggest that they are considerably smaller than we are."[cxciii]

U.S. Army Sergeant confirms film of large UFO over Hamilton County, Ohio:

On August 19, 1949, several thousand witnesses observe a massive Mothership in the company of smaller objects over a Church in Norwood, Hamilton County, Ohio. In the city of Cleveland, Ohio, there were possibly six or seven individual sightings over a four-month period. Four to five of these events happened near or above the grounds of St. Peter and Paul church. Reverend Gregory Miller of Norwood found himself, along with 6,000 other town's people, witnessing the aerial displays of a descending disc on five separate occasions from August through December 1949.

“During one of the events, smaller disks emerged from a larger platform. The event was captured on film”.

“The Pastor had purchased (from army surplus) an 8 million-candlepower searchlight for the upcoming fair at the church. It was

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during the use of this searchlight that a big ship appeared to be descending over the festivities. People attending the fair looked up and noticed the beam was illuminating the larger object. It was at this point Sgt. Berger's sweeping searchlight suddenly flashed across a stationary circular object, Reverend Miller was called to observe". [cxciv]

The above story can be read in detail in Dr. Leonard H. Stringfield's book "Situation Red, The UFO Siege," by Leonard H. Stringfield, A Fawcett Crest Book, New York, pages 201-204. We will discuss this more of this case in an upcoming chapter.

All U.S. Army Intelligence Agents ordered to get pictures of UFOs:

On April 12, 1950, according to United Press, Army Intelligence agents were ordered to try and get pictures of the mysterious objects. Four deputy sheriffs reported a flying disc at Monterey. An Army Intelligence agent questioned them for an hour. "Deputy Ted Cross said the agent told them all Army intelligence agents have been ordered to carry cameras in their cars to photograph the discs. Furthermore, he shared the agent told them the army would have confiscated their film if they had taken pictures of the disc. A spokesman in Washington said headquarters has issued no general instructions on investigating reports of the saucers. He said it was "up to the field commanders.""[cxcv]

U.S. Government film and photographic evidence of all UFOs remain classified "top-secret":

On August 15, 1950, Nicolas Mariana, Manager of a local baseball team took 16 mm movie film of a large disc-shaped UFO over Great Falls, Montana.

"The disc-shaped object was described as being 50 feet in diameter

and 3 feet thick with an aluminum / metallic appearance. The film was turned over the US Air Force for analysis of the film."

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Controversy arose when the film was returned with a few of the most important frames of the UFO missing. These missing frames had clear evidence of the presence of an "unconventional" aerial craft, and there was a belief that someone in the U.S. government was trying to remove such evidence from the film. You are able to see the discs in a study on You-tube. [cxcvi]

The U.S. government orders 200 wide-angle lens cameras installed at military bases and nuclear plants to capture photographic evidence of the flying objects.

Photographic evidence of UFOs remains "classified" despite being funded by American Taxpayers.

Major. General John A. Samford in a press conference informed the public the unique cameras were equipped with individual grids which tell whether these objects produce their own light burning gas or other fuels, or whether they are a reflection. These cameras would maintain continuous photographic coverage of the skies. The American public to this day has never seen one photograph from these special cameras.[cxcvii]

As far as American taxpayers are concerned no reports have ever been provided to the public on the images taken by the Air Force observers regarding these UFO images.

The USAF confirmed a UFO attempted to land:

On March 14, 1958, the United States Air Force at Hamilton Air Force Base confirmed a GOC and Civil Defense valuation of an object trying to land was without normal explanation. They established the UFO was not a balloon. The UFO came in for a landing at 8:45 am, hesitated, then took off. It made a small circle run and cleared a fence and cows, then after heading south made an abrupt right angle turn. [cxcviii]

The U.S. government recovers fragment from UFO after dogfight over Washington D.C.:

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Wilbert Smith (Canadian Official) confirmed the U.S. sent UFO fragments to Canada for analysis: On August 27, 1961,

Wilbert Smith confirmed that material from UFOs was recovered during the aerial dogfights in 1952 over Washington D.C. Fragments of this material was sent to Canada, Wilbert Smith and the Canadian government determined the material in the UFO fragments was not made on earth.

The fragments of material came from an unconventional ship being hit by American bullets, from interceptors, over Washington DC. Admiral Herbert B. Knowles confirmed scientists studying this material were able to identify “iron” being a component, while the other components could not be identified. Furthermore, Wilbert Smith, before he passed away, admitted to researchers the U.S. and Canada had evaluated tons of material from these unconventional ships. [cxcix]

According to Frank Edwards during the aerial engagement, a U.S. jet attained radar contact and fired a burst of machine gun bullets into a flying disc. The pilot watched as a glowing fragment fell off the flying disc towards the ground. The pilot marketed the spot where it fell and notified Headquarters. Ground crews were ordered to search the area and recovered the fragment in a farmer's field. Lieutenant Commander Frank Thompson of the Navy Department confirmed the recovery of the UFO fragment.[cc]

Argentinian Navy confirms transport ship “Punta Medanos” shut down by 800-foot UFO:

On November 12, 1963, an official Argentine Navy UFO report revealed a UFO case that a combined visual and E-M incident involved the Navy transport A.R.A. "Punta Medanos." A large airship of unknown origin estimated to be 800 feet long was sighted from the stern of the vessel. The UFO was described as being round in shape and moving at great speed.

The airship displayed no lights and made no sound. When the unknown object first appeared, the needles of the ship's magnetic

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compasses "suddenly and simultaneously" swung off course, pointing toward the UFO.

At the time, the Navy report revealed, the UFO was 3,000 meters (well over a mile) away from the ship. After the UFO left the area, the compasses returned to normal operation. According to NICAP, the Geologic division determined the area of the sighting was magnetically silent and also ruled out submarines and military and civilian aircraft. The final opinion was that the UFO caused the E-M interference.[cci]

The U.S. Government orders police officer to not release UFO photographs in the name of "National Security":

On April 17, 1966, a police officer in Mantua, Ohio took a picture of an unusual aerial object during an 80-mile state highway patrol chase. An Air Force officer informed the police officer not to release photographs to the news agencies.[ccii]

"If UFOs were not a threat as the Pentagon, Air Force and CIA portrayed to the public in 1961, why in 1966 would a police officer be ordered to not share such photograph to local newspapers?" Obviously, the craft was not American or Russian.

Chief UFO Scientist for Air Force and Astronomer Dr. J Allen Hynek said empirical observations, point to the fact: "They Exist": On August 27, 1972, in a newspaper article, Allen Spraggett discusses Dr. J Allen Hynek's new book: "The UFO Evidence." Dr. Hynek is quoted, as saying there are mass sightings and numerous photographs of UFOs, which need to be taken seriously. His statement: "The evidence strongly suggests empirical observations which described a new fact – that UFOs exist."[cciii]

Hynek was not talking about conventional objects identified as UFOs, he was discussing the fact that "unconventional objects" exist and unexplainable in terms of where they come from and who (or what) made them.

French Government confirms UFO left trace evidence at the landing site in France (CNES, SEPRA, GEPAN):

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On January 8, 1981, several trace elements were tested after a UFO landed at the Village of Trans-en-Provence in the Var region in southeastern France. Researchers stated the following findings were: "Traces were still perceptible 40 days after the event".

"There was a strong mechanical pressure forced (probably the result of a heavyweight) on the surface." "A thermatic heating of the soil, perhaps consecutive to or immediately following the shock, the value of which did not exceed 600 degrees. "From an anatomical and physiological point, they [leaves] had all the characteristics of their age, but they presented the biochemical characteristics of leaves of advanced age: old leaves! And that doesn't resemble anything that we know on our planet."[cciv]

Former Pentagon Scientist (Robert Sarbacher) confirms vehicles and occupants from unknown origins were recovered by government agencies:

On November 23, 1983, in a letter Dr. R. Sarbacher admitted: UFOs "exist . . .. We have not been able to duplicate their performance . . .. All we know is, we didn't make them, and it's pretty certain they didn't originate on the Earth." The issue was so sensitive that: "it is classified two points higher even than the H-bomb. In fact, it is the most highly classified subject in the U.S. government at the present time."[ccv]

According to the information obtained by researchers, Sarbacher refused to say more.

Furthermore: "There were reports that instruments or people operating these machines were also of very lightweight, sufficient to withstand the tremendous deceleration and acceleration associated with their machinery,"

Sarbacher told an inquirer in 1983. "I remember in talking with some of the people at the office that I got the impression these 'aliens' were constructed like certain insects we have observed on Earth, wherein because of the low mass the inertial forces involved in operating of these instruments would be quite small. I still do not

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know why the high order of classification has been given and why the denial of the existence of these devices."

Sarbacher could not recall where the crashes had taken place, but he did remember hearing of "extremely light and very tough" materials recovered from them. In his letter Sarbacher revealed: John Von Neumann and Dr. Vannevar Bush were involved and possibly Dr. Robert Oppenheimer. He further believed that Dr. Von Braun had been asked to attend some meetings during the Eisenhower Administration.[ccvi]

The 1992 version of the U.S. Firefighters FEMA Training Manual included Chapter 13, discussing crashed UFO vehicles and entities:

In 1992, FEMA's manual for Fire Officer's Guide updated a chapter to assist Firefighters on how to handle Extraterrestrial (UFO) craft and entities at a crash site. [ccvii]The Manual covers several topics:

1. The UFO Threat A Fact,
2. UFO Discussion, Why Now?
3. UFO Background Information,
4. UFOs what are they?
5. UFO Classification System,
6. Shapes of UFOs,
7. History of UFOs,
8. UFO Organizations,
9. Why the Secrecy?
10. UFO Missions,
11. Advance Potential of UFOs,
12. UFO Hazards,
13. Force Field Impact,
14. Communications Disruption,
15. Regional Blackouts,
16. Fireballs Over Syracuse – The Blackout Connection,

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17. UFOS – The Panic Hazard,
18. Personal Hazards – Physiological,
19. UFOs – Emergency Action,
20. Warning.

This is official U.S. government document providing government employees information on the UFO phenomenon. No such document has been presented to the American Public on the threats or potential harm of such objects or their occupants. The text is said, to have had chapter 13 removed now the public is aware of the earlier inclusion.

Former CIA officer confirms UFO craft was once stored at Area 51:

On March 1, 2013, in an interview made available on YouTube a dying CIA Operative - discussed his orders to visit Area 51 in the 1950's by President Eisenhower to get at the truth of hidden spacecraft rumored to be stored at the facility. The spacecraft were described as vehicles and occupants recovered from crashed vehicles. We can assume that Vice President Richard Nixon, President Eisenhower, and several other top US officials were briefed on this information.

The “Citizens Hearing” 2013 in Washington DC. Richard Dolan is a UFO historian and Interviewer. The Citizens hearing was an event held in Washington D.C. April and May 2013 with six former congressional members and an open public forum. Government officials came forward to testify the reality of UFOs and their occupants.

It is thought today all evidence of earlier UFOs and their occupants have now been relocated to storage facilities around the U.S. for safekeeping and away from the public scrutiny.

The lies continue today "Deny, Deny, Deny."
The official U.S. Government position on UFOs

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The United States government and its agencies may not want to imply Americans are dumb, but they sure seem to convey the message in the handling of their UFO National Security protocols.

As we mentioned earlier, withholding the truth only corrupts and undermines the citizen's views of our Government leadership.

And we wonder why the U.S. Government approval ratings of people in authority are held in such low esteem today. Here is one example of how our government spins the truth from the public. The same story appears for over similar statements over 60 years apart.

Air Force Statement: November 7, 1957: The Bridgeport Telegram informs the public of the latest Air Force claim that flying saucers do not exist. The AP news on November 6 described the new Pentagon Report from Washington as follows:

1. "There is ("no" missing) physical or material evidence, not even a minute fragment, that a so-called flying saucer was ever found,"
2. "There is no evidence that these unknown objects are interplanetary space ships,"
3. "There is no evidence that they represent technological developments outside the range of our everyday scientific knowledge,"
4. "There is no evidence of unknown hostile objects or of any threat to the security of the country because of them." The report was issued after a flood of new reports including strange lights stopping car engines.[ccviii]

White House Statement: November 7, 2011: After the Obama Presidential Whitehouse Administration received a request from over 12,000 signatures on the reality of extraterrestrials have visited earth, Phil Larson from the Science and Technology Policy reported on November 7, 2011:

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1. “Thank you for signing the petition asking the Obama Administration to acknowledge an extraterrestrial presence here on Earth.”
2. “The U.S. government has no evidence that any life exists outside our planet, or that an extraterrestrial presence has contacted or engaged any member of the human race. In addition, there is no credible information to suggest that any evidence is being hidden from the public's eye.”[ccix]

Unfortunately for all our Government’s effort to hide the UFO reality, much credible information has been presented over the years that prove beyond a shadow of a doubt that an extraterrestrial presence does exist and has engaged officials and residents of the U.S. and other countries.

Though denial maybe the first weapon of choice for U.S. Government officials to debunk the truth, the American people are not dumb. For some reason, though as the American public gain a better understand that UFOs are real, the government seems to think, they can still hide the truth from us.

I think this is where my Grandmother would say: "Shame, shame on you all."

The Government denies the Truth to avoid public panic:

On August 1, 1952, General Hoyt Vandenberg, Air Force Chief of Staff stated: "there is no such thing as a flying saucer and reports of unidentified objects in the sky are the result of "double vision."" He then said to Boeing Airplane Company officials: "I don't believe there are flying saucers; however, there apparently are physical phenomena which make people think they have seen them." General Vandenberg went on deny these things are the product of experiments by our armed forces and said they certainly are not machines flown by men from Mars or from any foreign power."[ccx]

Note how Vandenberg left out machines flown by men or beings from planets other than Mars.

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French General in NATO has a UFO sighting: Hush–Hush Probe Investigation Ordered: On July 8, 1953, the Long Island Daily Press published the following story: "Paris-French military brass have ordered a hush-hush probe into a new aerial mystery, a kind of 'flying turret' officially reported by a top-flight air general".

1. The article begins with: "This officer, whose name cannot be revealed, is an armed forces staff member and represents France in the North Atlantic Treaty Organization. The article written by Paul Ghali reveals: "An experienced pilot, General X testifies that while on a routine flight, in an army plane, he saw a turret-shaped object streak by at 'tremendous speed." It occurred, he says, over a military airfield near Paris. ‘I was 6,000 feet up, going 250 miles an hour,' he reports, 'when suddenly an object about the shape and dimensions of a small ship's turret, flashed toward me. " 'Grey-black in color, it passed only a few yards from my plane's wings. 'It moved at tremendous speed, but I was able to turn around enough to keep it in my view. "Amazed,' he continues, 'I followed the course of the dark mass until it disappeared.' "To make sure it wasn't something dropped by another plane, General X scanned the skies. He saw no other craft."
2. The article continues with: "General X insists he observed the turret-like mass distinctly in motion. It could not have been an optical illusion or a cloud. It had too much substance and form for either. "Whether the 'flying turret' created any sound as it slithered across the heavens, General X cannot say. He admits the noise of his plane made it impossible for him to distinguish sounds."
3. The article closes with: "Stories of flying saucers have long ceased to surprise military authorities here. "But the adventure of General X is deemed significant enough to warrant thorough study. "Amid the shroud of secrecy General X is extremely reluctant to talk. He doesn't take his

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experience lightly, and neither do those responsible for France's national defence."[ccxi]

Congressional Members confirm Secret Meetings on UFOs were conducted, results not released to the public: On October 1957 a UPI story shared that former Central Intelligence Chief (Roscoe H. Hillenkoetter) reported: "congressional super-secret hearings on "flying saucers" have never made their findings public."

The UPI report shared that NICAP revealed a letter from Rep. William H Ayes (R-Ohio) written to Melvin V. Knopp of Ohio stating: "Congressional investigations have been held and are still being held on the problem of unidentified flying objects (UFOs).

Since most of the material presented to the committees is classified, the hearings are never printed. When conclusions are reached, they will be released if possible". This was followed by a statement from Rep. Ralph H. Scott (D. N.C) who stated: “The general public should be allowed information thus far known about flying objects except, of course, in the case where they might become unduly alarmed or panicked by such revelation. If this information could be presented to the American people in such a way as to appeal to reason and not to emotion, I think it would be a good thing.” [ccxii]

The US Air Force admits withholding Information: December 27, 1958, In May (1958) a letter to the House Armed Services Committee written by the Air Force stated: "it does withhold information from the public but does so chiefly to protect individuals from troublesome notoriety." The paper asks: "No one seems to have asked the Air Force why it can't give pertinent details of most sighting without revealing their names." Furthermore, its own AFR 200-2 states: “it is decreed that no sighting near an Air Force Base shall be given the public if the object sighted is possibly an unfamiliar one." [ccxiii]

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Former CIA Director admits truth being withheld from Public view: On February 27, 1960, Navy Admiral R.H. Hillenkoetter was quoted as saying: "It is time for the truth to be brought out" (Former CIA Director), AF men have been silenced by regulations." [ccxiv]

The US Government contracted with the Brookings Institute for studying man's view on UFOs: On December 1, 1960, The Brookings Institute Report confirmed the: "Impact for earth attitudes and values will be profound when coming face to face with E.T."[ccxv]

I find it interesting the U.S. Government would contract an Institute in 1960 to study "what if scenarios" while in 1967 contract with the University of Colorado (Condon) to study if UFOs are real. Isn't the order of these contracted studies out of order? Should we have ordered a study first to determine if they are real, and then if real do a study on the psychological impact of its citizens?

Air Force officers were ordered to withhold information on UFOs: Captain E.J. Ruppelt clarified that they were under orders, established through official policies, to avoid giving such information to the public: "I was continually told "tell them about the ones we've solved don't mention the unknowns', …There were two factions. One believed the spaceship answer but felt we should clamp down on information until we had all the answers. Another group favored giving more answer to the public including the best cases. A new policy went into effect: Don't say anything."[ccxvi]

Later the Pentagon officials instructed the Air Force to debunk all UFO reports and intentionally mislead the public. This military strategy appears to be a page out of some old psychological operations manual.

The Army denies the truth about UFOs over Washington DC: On January 11, 1965, around 4:20 pm a fleet of twelve (12) to fifteen (15) UFOs were observed flying over the Capital building. The objects were described as white colored, egg-shaped spacecraft.

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In his book, Frank Edwards shared the fact twelve witnesses comprising Army Specialists in the munitions building reported seeing the fleet being chased by two U.S. jets. The Washington Star interviewed a few of the witnesses. According to the Star, the witnesses commented the fact: “they agree on the shape and approximate number of the discs and the fact these things were speeding faster than the jet interceptors." The Washington Star when asking the Defense Department about what the officers witness gave a typical response: "There was no such incident. It just did not happen."[ccxvii]

According to the research group APRO, an article in their bulletin reported a worker in the office spotted the first discs and alerted the five fellow workers.

The group watched the first six objects, which were then followed by a half dozen more. According to the sources when approaching a local TV station, high government pressure was felt, and the five were told to remain quiet about what they saw.

In the Washington Post, the incident took place at the Munitions building on 19th Street and Constitution Avenue, NW. Two of the observers, Paul M Dickey, Jr. and Ed Shad were two of the dozen observers who saw the 12 to 15 white oval-shaped objects. They also confirmed two delta-shaped jet panes chased the flying objects. Thought the Defense Department denied the event happened, the paper states Dickey, Shad and three other communications specialists employed by the Army – Sam Webb, Jack McBride and Sam Marrone were convinced what they saw. They also witnessed an Eastern Airlines commercial plane near the objects at the time make a landing at National Airport (now known as Reagan Airport) [ccxviii]

Chilean and Russian Scientists acknowledge: “we are not alone”: In 1965 several scientists in Chile went on the record. Professor Gabriel Alvial (Chile's Cosmic Radiation Center) stated: "There is scientific evidence that strange objects visit our planet. It is lamentable that the governments have drawn a veil of secrecy around this".

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Professor Claudio Anguita (Observatory Director) said: "We are not alone in the Universe." Dr. Mitrovan Zverer Russian at Carro Calan Observatory) said: "Something unknown to our understanding is going around the earth."[ccxix]

U.S. regulations prohibit sharing UFO information with the Public: On October 2, 1965, at 8:20 am James Centorino was riding his bicycle and observed a cigar-shaped object that was apparently hovering approximately 15 feet above the three smokestacks of the Salem New England Power Station. The UFO had a white light on both ends and a slight hump towards the rear and was approximately 20-30 feet long. The UFO was hovering at a 45-degree angle. He was facing east-southeast while viewing the object. James rode to within 500 feet of the power plant to investigate.

At this time the UFO rose up approximately 100 feet and moved off to the south-southwest as the lights went out on the object. According to researcher Ray Fowler, that evening the Coast Guard and Salem police had received telephone calls reporting a strange object hovering over the power plant.

The individual who reported the case was referred to Hanscom Air Force Base in Bedford, Massachusetts. The most interesting part of this case is what Ray Fowler began to understand – that is regulations prohibiting government agencies from discussing facts of UFO reports. In his book, he shares when he contacted the Coast Guard for further witnesses he was told the crew on duty reported the case to the Air Force at New Bedford. However, regulations prevented them from offering further information. [ccxx]

It is this exact power station that in 1952, four white colored, egg-shaped aerial objects were captured on film and printed in U.S. newspapers. The Air Force denied the claim stating the UFOs were caused by light reflections of interior lights off the windows through which the phenomenon was photographed or light reflections off car windows parked outside. However, after further research, it was determined the photographer photographed the objects through a screen window and not glass. Furthermore, it was revealed that a number of other witnesses observed these same crafts from a boat

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launch at the scene. The story can be found in several newspapers and declassified documents at the time.

Spanish Air Force General admits international exchange of Information on UFOs: In 1976 Carlos Castro Cavero, General in the Spanish Air Force and former Commander of Spain's Third Aerial Region shared the following: "I believe that UFOs are spaceships or extraterrestrial craft. The nations of the world are currently working together in the investigation of the UFO phenomenon. There is an international exchange of data. Maybe when this group of nations acquires more precise and definite information, it will be possible to release the news to the world."[ccxxi]

A CIA document reveals any information on UFOs is to remain "classified": In April 1976 Teletype memo to Priority DCD / Headquarters from an unidentified DCD branch a reference is made: "Source seeks guidance from CIA UFO experts as to material in his report that should remain classified." According to researchers' major portions of the document were blacked so readers would not be able to gain access to what was being classified. This document proves the CIA involvement with the subject matter of the UFO phenomenon from 1947 up through 1976.[ccxxii]

A Lawsuit against CIA to declassify top secret UFO files – fails in court: According to another source, in 1977 Mr. Henry Rothblatt, defense attorney for Watergate burglars, sued the CIA over information being withheld on UFOs. According to this article, Mr. Rothblatt sued the CIA in a Brooklyn court on behalf of the research group "Ground Saucer Watch." The claim for the desired information was based on the "CIA withholding vital facts since it started files on the saucer mystery in 1952". According to Mr. Rothblatt, the judge refused to release the information on the grounds that it would threaten "national security." Later portions of the information were released however the majority of the information was blacked out to the public.[ccxxiii]

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Former CIA, Executive Assistant explains "maintaining worldwide stability" as the reason for secrecy: In March 1979 Victor Marchetti, Special Assistant to the Executive Director of the CIA stated in a most profound way what we are dealing with when it comes to admitting there is a real extraterrestrial presence.

In essence, governments around the world understand we are dealing with the perceived threat of global instability of the masses. Marchetti shared: "We have, indeed, been contacted -- perhaps even visited – by extraterrestrial beings, and the US government, in collusion with the other national powers of the Earth, is determined to keep this information from the general public."[ccxxiv]"The purpose of the international conspiracy is to maintain a workable stability among the nations of the world and for them, in turn, to retain institutional control over their respective populations. Thus, for these governments to admit that there are beings from outer space... with mentalities and technological capabilities obviously far superior to ours, could, once fully perceived by the average person, erode the foundations of the earth's traditional power structure. Political and legal systems, religions, economic and social institutions could all soon become meaningless in the mind of the public. The national oligarchical establishments, even civilization as we now know it, could collapse into anarchy." "Such extreme conclusions are not necessarily valid, but they probably accurately reflect the fears of the 'ruling classes' of the major nations, whose leaders (particularly those in the intelligence business) have always advocated excessive governmental secrecy as being necessary to preserve national security." [ccxxv]

Former NASA Communications specialist confirmed UFOs followed all man's flights: In 1987, Maurice Chatelain, former Communications specialist for the NASA Apollo programs stated: "It seems that all Apollo and Gemini flights were followed, both at a distance and sometimes also quite closely, by space vehicles of extraterrestrial origin." Flying saucers, or UFOs (unidentified flying objects) if you want to call them by that name. Every time it occurred,

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the astronauts informed Mission Control, who then ordered absolute silence."[ccxxvi]

Russian President Mikhail Gorbachev admits: "the phenomenon exists": 1990, Mikhail Gorbachev stated during an interview with "Soviet Youth" the following: "The phenomenon of UFOs does exist, and it must be treated seriously." [ccxxvii]

White House Correspondent admits real threat is people being unprepared: On March 30, 1998, former white house correspondent Sarah McClendon stated: "The real danger to the U.S. and perhaps this whole planet is the government has placed such a heavy blanket of secrecy upon this issue. So much secrecy, those in government who have knowledge showing UFOs are identifiable feel the subject cannot be discussed by those in the know without serious repercussions.[ccxxviii]

Others are afraid their friends and co-workers will think they are crazy if they even so much as insinuate that UFOs are identifiable as manned craft from outside the earth. This particularly applies to newspaper editors and publishers, reporters and analysts.

Thus the U.S. is denying itself the chance to learn more about UFOs or to encourage research despite the fact the U.S. stands to gain from such discussions. Not publicized but true is that the Clinton administration, soon after coming to office, had many briefings on the subject.

Laurance Rockefeller provided the information for the President and Mrs. Clinton. Others provided documents and verbal briefings to presidential advisors Jack Gibbons (science), Bruce Lindsay (personal), Anthony Lake (national security) and Vice President Albert Gore.

About the same time, Dr. Steven Greer gave a three-hour briefing to the sitting Director of the CIA, Admiral Woolsey. After the Roswell incident, the Air Force replied to reporters' inquiries that this was all part of research using weather balloons and other equipment. [Colonel] Corso and hundreds of others who work or have worked in

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secret defense and scientific agencies, are willing to swear under oath that alien craft are repeatedly penetrating our airspace." [ccxxix]

Clinton Aide, John Podesta suggests the US Government come clean on UFOs: On October 21, 2002, former Clinton aide John Podesta stated to the media: "It is time for the government to declassify records that are more than 25 years old and to provide scientists with data that will assist in determining the real nature of this phenomenon". He further states:

"I think it's time to open the books on questions that have remained in the dark; on the question of government investigations of UFOs. It's time to find out what the truth really is that's out there. We ought to do it because it's right; we ought to do it because the American people quite frankly can handle the truth, and we ought to do it because it's the law."[ccxxx]

Conclusion -Chapter 2

You have just read several statements about the reality of UFOs by former military officers and government personnel. The reports in and of themselves overturn early comments made to the U.S. public in the 1950s and 1960s by the U.S. Air Force.

Now, it's my personal opinion, we should not hold the military branches responsible for failing to tell the American Public the truth. We already learned in Chapter 1, the many higher-level officers in the U.S. Air Force and U.S. Navy wanted to come clean. However, they were blocked by the Pentagon and the CIA.

Who above the CIA and Pentagon, if any instructed them to make this decision, we might not know. Was it, President Roosevelt, Truman, Eisenhower or the NSA? These men knew a lot about the UFOs, as it was Truman who founded the CIA. President Bush, Sr, ran the CIA for a while.

We can only speculate at this point, but given the facts our current Presidents, GW Bush Jr., Bill Clinton, Barack Obama, Jimmie Carter, Richard Nixon and others only understand a sliver of the truth,

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the real decision maker(s) may be someone or some organization we have yet to unveil.

Dr. Steven Greer discusses his interaction with Top officials along with Astronauts Edgar Mitchell. They found these top military leaders, even the joint chiefs know little if nothing on the subject.

Regardless of who is pulling strings now, or whoever did in the 1940's, one thing is for sure that is the above factual statements when aggregated together proves beyond a reasonable doubt we are not alone in the Universe.

The UFO phenomenon is no longer conjecture or a scientific probability, but it is, in fact, a reality that we are being watched, and our jets and planes are being engaged.

The only questions you need to ask yourself at this moment is:

1. How have you been impacted by these facts?
2. If you have been impacted negatively or positively by these facts?
3. If you feel negatively impacted understanding these facts are revealed 50 to 70 years after the fact. Do you feel disrespected by the National Security policies put in place to handle the situation?
4. If you do not feel negatively impacted by such new information, do you think the government was justified in keeping this information from the public for National Security reasons?
5. Finally, now that you know these facts what do you plan to do with the information?
    1. Will you share this information with your friends and family and continue to study the facts or will you remain reticent as the status quo?

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Chapter 3: Military Officers admit UFO / UAP Intrusion

From 1949 through 1969, nearly all military UFO reports in Project Bluebook were formal. The Air Force UFO Officers (Investigators) followed specific protocols to document each case reported by military or civilian observers. We know the less sensitive cases went to Project Bluebook, while the higher-profile Top-Secret UFO / UAP reports were sent to a classified location. This reporting process was confirmed through a memo written by General Bolender.

In 2017, it was revealed certain government Intelligence divisions continued to track UFO / UAP cases after the close of Project Blue Book in 1969. We know from historical records; the US Navy began tracking all UFOs / UAPs in the 1950s under the orders of US Navy Secretary Kimball.

The Pentagon revealed one of the US Navy's Intelligence divisions was one of these "Top Secret" UFO / UAP reporting channels.

In the 1950s and 1960s, UFO / UAP reports were written at the local military bases near the sighting source. Meaning if a civilian witnessed a UFO / UAP near Phoenix, Arizona, they would report the UFO /UAP incident to the Intelligence department at Luke Air Force Base.

At some of these Air Force bases, an individual was official designated as the UFO information officer and was responsible for debriefing the witness. The debriefing would include the witness's interview and a formal report for the specific bases identified today as ENT AFB, Wright Patterson AFB, USAF Intelligence commanders at Headquarters, and sometimes the US Secretary of Defense.

This chapter focuses on military reports discussing the subject matter of UFOs.

The U.S. Army

UFO report sent to Pentagon: On July 2, 1949, the office of the AC of S, G-2, Headquarters, Fourth Army, Fort Sam Houston, Texas,

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was finishing its report of aerial incursions of UFOs over sensitive sites at Camp Hood from March 2. The report called “A Summary of Observations of Aerial Phenomena" was sent directly to the Director of Intelligence, General Staff, U.S. Army, at the Pentagon.

The Summary stated: "Beginning 6 March 1949, a series of aerial phenomena have been observed in the vicinity of the restricted area at Camp Hood, Texas. For want of a better appellation, these phenomena have by common consent been tagged 'Balls of Fire."

“The phenomenon has recurred at Camp Hood on the average of every nine days since it began. Complete reports of each incident have been reported in detail to the Commanding General Air Material Command by direction of the Director of Intelligence, 25 March 1948.” Detailed reports of numerous similar phenomena at Sandia Base, Albuquerque, New Mexico, and Los Alamos, New Mexico, have already been made directly to the Director of Intelligence. Observations made at Camp Hood reflect some of the following facts. The UFOs:

1. Are usually green, red or white: "highly luminous lights usually greenish-white but sometimes orange-red in color.";
2. Have different shapes: “usually round but are sometimes of diamond or oblong shape”; ·
3. Show extreme maneuverability: "move, and some appear to be fixed 'bursts' described as like the turning on and off of an electric switch. The movement has been reported as in an arc, vertical, and zigzag";
4. Usually, come at night: “observations always occur on the same or consecutive nights--the shortest observation period being one night and the longest three. The smallest number of individual phenomena reported during any period of manifestations has been 4 and the largest 50”;
5. Can be tracked: When "artillery observation and plotting methods were used, the following data was obtained by triangulation: On 7 May 1949, from 1940 hours to 2105 hours. The weather was clear and a bright moonlight night";

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6. Sizes vary: “Diamond shaped fireball, red to greenish white, 15 yards in diameter and 1,000 feet high, moved approximately 100 yards horizontally in 57 seconds and appeared to 'go out”;
7. Emit no sound: “No sound or odor has ever accompanied the phenomena”;
8. Are seen by military personnel: “Over 100 men and officers have observed and reported the phenomena (including field ranks and college graduates)”;
9. Appear when our planes were not in the area: “Flights of aircraft and all firing and training schedules have been checked and rechecked without a single such incident having been found that coincides in time and place with any of the observed phenomena”[ccxxxi]

Report requested on UFOs at Camp Hood: On April 12, 1950 a report on sightings at Camp Hood Texas revealed more facts about UFO intrusions. On March 30, 1950, when Brigadier General Carroll visited the 10th District Office of Special Investigations, USAF, based at Kelly Air Force Base, Texas, he issued verbal instructions that a summary of "aerial phenomena," reported and investigated in that area be prepared. General Carroll requested that the summary is forwarded immediately to OSI headquarters in Washington, D.C. By April 12th the report stated the following findings contained in the 10th District files:

1. "The observations of the individuals who have reported sighting the so-called 'flying discs' have been at all times during day and night; about 70 percent of those on file have been after the hours of darkness, ranging from 1800 hours (6:00 pm) to 0200 hours (2:00 am).
2. "Most of the observations have been sightings of single objects; however, about 10 percent of the sightings have indicated there were two or more, with the maximum being four.

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3. "The observations have been made by both military and civilian personnel. The predominance of the military sightings has been in the vicinity of Camp Hood. The military sightings comprise 75 percent of the sightings on record in this office. No particular observation can be made regarding the sightings of the civilian personnel; they have been in metropolitan or interurban areas.
4. "In practically all cases, with one or two minor exceptions, the estimates of the speed of the ‘aerial phenomena' have been in supersonic speeds, ranging from 800 to 2,000 miles per hour. This conclusion is arrived at in that the individual method of expressing speeds, ranging from azimuth readings converted into linear miles per hour, through military persons, by artillery observer giving feet per second, to pilot estimates of speed given in miles per hour; i.e.,

1. One civilian was giving an estimated range of one-quarter mile an azimuth movement of 170 degrees in three minutes, which converts to approximately 335 miles per hour.
2. A military observer's estimate of 3,000 feet per second, which converts into approximately 2,000 miles per hour.
3. A military pilot's estimate of 2,000 miles per hour.

5. “Weather, as a factor in these cases, does not seem to be of major importance; there are four sightings in which the alleged disc or 'fireball' was sighted near or in the vicinity of thunderstorms that were active at that time; however, most of the cases on hand have clear weather or with a small number of clouds as climatic conditions prevailing at the time of the sightings.
6. "The estimated altitude of the 'aerial phenomena' at the time of the observations seem to be predominantly in the lower altitudes, ranging from two to eight thousand feet; however,

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there are several incidents in which the estimated altitude of the object was 20,000 feet or above.

7. "Visual phenomena associated with the passage of the 'flying discs' are approximately equally split; as having a long tail; and as to those who have no such visual evidence of an appendage during its passage through the air at high speed.
8. "Most cases of these observations have reported an absence of all sound with the passage of the phenomena; however, there are a few who have reported a hissing sound, which cannot be described in any other manner.
9. “It is the universal opinion of all persons interrogated in the reports reviewed that the objects were of a smooth contour, with no protuberances for control or method of propulsion.
10. "The described sizes of these 'aerial phenomena' in most cases, conform to that expressed in the following illustrations: a civilian service station attendant described the object as being approximately the size of the disk in a passenger type motor vehicle; another civilian described it as being the size of a volleyball.

As illustrated, each of these conforms to general shape and size in a uniform manner.

11. It should be pointed out, however, that in none of the investigations on file in the 10th District Office, is there any further description of saying at what distance the comparative object is to be held from the eye; this leaves some doubt as to this comparative size.
12. “In all cases, the object and the vapor trail or tail attendant thereto was of a uniform color; however, the color used in describing the object in each case varies from a blue-white through bright red to orange.[ccxxxii]

The U.S. Navy

Navy Authority blames Skyhook Balloon cause of UFOs:

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On February 13, 1951, Dr. Urner Liddle, Chief of the Nuclear Physics branch of the office of Naval Research, said all reliable reports of the sights of flying saucers in the past three and a half years were attributable to balloon discs called skyhooks."

According to Dr. Liddle, the Skyhook balloon was sent up in significant numbers with electron instruments for studying cosmic rays and other phenomena in our atmosphere. The project, at the time, was secret. The balloons became illuminated when at dusk or dawn when the lateral rays of the sun appeared in the cup of the balloon. This phenomenon then made the balloon look different in shape.[ccxxxiii]

This response by the Air Force though possible in a few cases does not account for the many close up encounters with plane pilots, military and civilian ground observers witnessing flying saucers at close range. Dr. Liddle also was unaware of the many cases in China and Denmark occurring around the world in the 1930's that we know today. Skyhook balloons would not account for the sightings in the 1930's or UFOs appearing next to and examining the same balloons.

Navy embarrassed after US Air Force sees Disc circling Skyhook Balloon:

Just two days later on February 15, 1951, two Air Force Intelligence officers assigned to Wright Patterson Air Force Base, Captain J. E. Cocker (All Weather Flying Division) and Captain E. W. Spradley (Aerial Photographic Laboratory shared they witnessed a round, flat, silver colored object near a "skyhook balloon."

According to the 'Dayton Daily News' the UFO was spotted during the Skyhook balloon launch at Holloman Air Force Base (NM). When the press inquired, Wright Patterson Air Force Base sent the following statement: "Air Material Command officials said Thursday they had no official reports from the two officers and do not take it seriously."[ccxxxiv] All I can say is this case is a "White Wash."

The U.S. Air Force

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30-foot diameter UFO at missile range; "Classified Report":

On April 27, 1950, at Holloman Air Force Base, Alamogordo, New Mexico had another UFO visit. Dr. Bruce Maccabee wrote a fascinating write up on a Project Twinkle project. In his write up of the event, he shares: "Dr. Mirarchi visited Holloman Air Force Base in late May 1950 and requested a brief report on sightings which had occurred on April 27 and May 24."

Maccabee shares: "Dr. Anthony Mirarchi was not the average scientist…. In early 1950 he was the Chief of the Air Composition Branch at Geophysical Research Division (GRD) at the Air Force Cambridge Research Laboratory (AFCRL) in Cambridge, Mass. Twinkle began as Dr. Mirarchi's project". Regarding these cases; Dr. Bruce Maccabee pointed out the following facts of these sightings:

April to May 1950: "Sightings were made on 27 April and 24 May 1950 of aerial phenomena during morning daylight hours at this station". Personnel working for Land-Air, Inc., while engaged in tracking regular projects with Askania Phototheodolites made the sightings. "It has been reported that objects are sighted in some number; as many as eight have been visible at one time." The sightings and film were taken at film station P10. Facts surrounding the discs observed on April 27, 1950, at Holloman following MX776A test are as follows: The discs:

1. "were at an altitude of approximately 150,000 feet";
2. "were approximately 30 feet in diameter.";
3. "were over Holloman range between the base and Tularosa Peak";
4. "were traveling at an undeterminable, yet high speed."

Dr. Bruce Maccabee found two other statements from letters written between the Directorate of Intelligence and the Research Division of the Directorate of Research and Development in February and March 1952.

They are as follows: "The Scientific Advisory Board Secretariat has suggested that this project not be declassified for a variety of

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reasons, chief among which is that no scientific explanation for any of the ‘fireballs' and other phenomena was revealed by the (Project Twinkle) report and that some reputable scientists still believe that the observed phenomena are man-made." (February 1952) And "It is believed that a release of the information to the public in its present condition would cause undue speculation and give rise to unwarranted fears among the populace such as occurred in previous releases on unidentified flying objects. This results from releases when there has been no real solution." [ccxxxv]

The blue book files had an extract from Officer Ruppelt, which mentioned: “Shortly after a missile was fired and had soared into the stratosphere and fallen, someone spotted an object in the sky.

The theodolites were hooked up through an intercom system, and several stations were instructed to try to get pictures. Unfortunately, only one camera had film. The pictures showed a smudgy, dark object, not well defined. It was moving”. [ccxxxvi]

Regarding the other camera, Timothy Good points out in his book "Beyond Top Secret," that a Todd Zechel claimed the CIA's Office of Scientific Intelligence Office had these images.

If the CIA had this evidence at one time, it is not on their website. The website is more of a flat denial to the public it was ever involved with UFO studies. We know this is not true as Rear Admiral Hillenkoetter was very involved with educating President Truman on the Phenomena. [ccxxxvii]

Lubbock lights sighting given “Top Secret” status:

On September 7, 1951, The OSI at Carswell Air Force Base, Texas forwarded a Spot Intelligence Report on the Lubbock lights UFO case to Project Grudge at Wright Patterson Air Force Base, Ohio. Wright Patterson processed the information and then issued an order to Reese Air Force Base just outside Lubbock to get some men in town to begin an investigation of the Lubbock lights phenomenon.

Air Force Intelligence placed a Top-Secret classification on the investigation. OSI officer Howard Bossert accompanied by 1st Lt. John A. Farley, Assistant Wing Intelligence Officer, Reese Air Force

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Base, went directly to the editor Charles Guy of the Lubbock, Avalanche-Journal, to ask specific questions on the incident.[ccxxxviii]

Air Force admits T-33 jet could not catch UFO:

Figure 5 - USAF F-86 Sabre Jet and Interceptor, [ccxxxix]

On September 11, 1951, The Nevada State Journal shared with its readers that the Air Force admitted, that “two T-33 jet pilots were scrambled to chase a mysterious, round flying object traveling at 900 (or 500) miles an hour.” The article mentioned the chase lasted “33 miles and they were unable to catch the object.” The pilot made the following statements:

> **"I don't know if it was a flying saucer, but it sure was something I've never seen before. We couldn’t have caught it with an F-86”.**

At the time the F-86 Sabre was the fastest Jet in the United States. [ccxl]

20% of UFOs appear at Atomic Plants / Sensitive U.S. Military Installations:

The United States military was studying the UFO situation since the early 1940's. For ten years up to 1952, the armed forces were interested in why the craft was here and what they were doing. Robert S. Allen writes a summary of events happening at the time in his article “Report On Flying Saucers." Below I have included a few comments from his notes:

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1. “The American Armed forces knew UFOs were engaging British, German and American bombers in World War II. Now after the war, they were showing up all over the globe looking at stockpiles.”;
2. “On September 25, 1952, a secret report prepared by scientists and Air Force experts, declared many of the unidentified flying objects are genuine, and they originate from "sources outside of this planet”;
3. “The important fact in the report is that the majority of the authoritative and detailed sightings came from atomic plants and military bases and research centers.”;
4. “In Arizona, it was specified that the following bases were being visited:1) Williams Air Force Base; 2) Davis Monthan Air Force Base, and 3) Luke Air Force Base.";
5. “The study was performed by experts at Air Technology Intelligence Center at Wright Patterson Air Force Base in Dayton, Ohio.”;
6. “According to the article, the study is so secret that the Air Force would not print their names.”

The following names of military bases where UFO intrusions were occurring we found in this report. The list of names of Bases is in Robert Allen's article as well as local papers, However, the top sites of UFO activity:

1. New Mexico: Los Alamos, White Sands atomic plant and testing grounds, Holloman Air Force Base, Kirtland Air Force Base and Walker Air Force Base;
2. California: Muroc Air Field, Travis, Hamilton, George, Edwards Air Force Base, Sacramento and Mint Canyon Airfields;
3. Tennessee: Oak Ridge atomic plant, Knoxville, and Dickson Air Force Base;
4. Arizona: Williams, Davis-Monthan Air Force Base and Luke Air Force Base;

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5. Alabama: Maxwell Air Force Base;
6. Illinois: Scott Air Force Base and O'Hare Air Base;
7. New Hampshire: Grenier Air Base;
8. New York: Mitchell Airfield;
9. Mississippi – Jackson Air Force Base, Keesler Air Force Base, and Biloxi Air Force Base;
10. Michigan – Selfridge Airfield;
11. Massachusetts – Westover Air Force Base;
12. Nebraska – Offutt Air Force Base;
13. North Carolina – Chapel Hill and Pope Airfield;
14. South Carolina –Spartanburg and Greenville Air Force Base;
15. Texas: Kelly Air Force Base, Randolph Air Force Base, Carswell Air Force Base and San Marcos Airfield;
16. Washington State: Mt. Rainer, Mt Jefferson and McChord Air Base;
17. Oklahoma: Tinker Air Force Base and Norman Air Force Base;
18. South Dakota: Rapid City Air Force Base;
19. Ohio: Dayton and Lockbourne air base and research centers.[ccxli]

UFO (Saucers) in possession of the Air Force:

This next report comes to us from the research of Loren E. Gross in which a statement came from second-hand information on Discs at Wright Patterson. On April 24, 1953, a military man was at the Deshler-Walleck Hotel in Columbus, Ohio and met a man who claimed to be working alongside people at who admitted having three alien spacecrafts housed at Wright Patterson Air Force Base.

A report was created of the so-called meeting. The announcement came from the Columbus Regional Office, 109th CIC Detachment and forwarded to Assistant Chief of Staff, G2, Intelligence, Department of the Army, Washington (DC). Several Facts were revealed in this memo of interest:

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1. “Three flying saucers were in possession of the AF at Wright Patterson. Two were in serviceable condition, while the other was damaged.”
2. "Wright Patterson, Air Force Base, had in its possession the bodies of the men aboard the saucers."
3. “The Air Force is “perturbed about the topic and not sure how to release the information to the public. They do not want to cause panic and release the information through newspapers.”
4. “Authorities have agreed to release the information to the public by means of people who are intelligent enough to accept the story as true.”
5. “The men from outer space have superior intelligence and that the world would unite against them.”[ccxlii]

"I presume they are extraterrestrial.": Lt. Colonel Richard T. Headrick, USAFR, Senior Pilot, described two UFOs he witnessed over Dayton, Ohio, during 1954. A full report was made at the time to Project Blue Book. Col. Headrick outlined his views in this manner:

1. “Saucers exist. (I saw two).”
2. "They were intelligently controlled or operated." (Evasive tactics, formation flight, hovering flight.)
3. "They are not propelled on any thermodynamic principle." (No contrails while jet intercept aircraft left heavy ones).
4. "They are mechanisms rather than hallucinations, optical illusions, natural phenomena." Col. Headrick added his evaluation of UFOs in general
5. "They are not U.S. secret weapons, for if they were, many contracts I am now working on would be dropped. Also, they would not fly outside military test reservations."
6. “They are not Russian for similar reasons. Russians have complained about their flying over their borders. They would not risk malfunction over our territory”.
7. "I presume they are extraterrestrial."

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8. "Provided they are, interstellar navigation would likely present little more complication than navigation within our solar system. Therefore, discussion on whether or not planets in the solar system are capable of supporting life is not material."
9. “Judging from all evidence I have read; personal contact has not yet been established either on the ground or by radio transmission."[ccxliii]

Astronomer disagrees with Air Force:

On August 3, 1965, the Air Force prepared a preliminary survey of the reports from UFO sightings on August 2nd and 3rd. Their opinion? The people observed "the planet Jupiter or assorted stars." Contradicting the Air Force position was Robert Risser, director of the Oklahoma Science and Art Foundation Planetarium (Oklahoma City). He said: "That is as far from the truth as you can get… These stars and planets are on the opposite side of the earth from Oklahoma at this time of the year”.[ccxliv]

UFO over B-52 Strategic Air Command Base:

On October 30, 1975, United States Air Force security personnel spotted a UFO over a B-52 Strategic Air Command Base, which housed Nuclear weapons. The unidentified objects were said to have been over the weapons storage area. NORAD and the Air Force later confirmed sightings were seen from Loring Air Force Base in Maine to Malmstrom AFB in Montana in addition to Wurtsmith AFB in Michigan all within two weeks of one another.[ccxlv]

The Official Study on UFOs that went Bust:

The Condon Committee spends $500,000:_By January 10, 1969, the Condon committee shared with the public it could find no evidence that unidentified flying objects are spaceships from other worlds. The Condon Committee's report cost the American Taxpayers over $ 500,000.

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This 1,000-page two-year report came under the direction of Dr. Edward U. Condon of the University of Colorado. The statement declared that through investigation it uncovered no scientific evidence to support contentions by various individual scientists and private organizations that flying saucer are visitors from a distant planet.

They pointedly added they would not claim the study proved that UFOs are not manned surveillance craft from outer space. Nor would they question the possibility that intelligent life exists beyond the earth.[ccxlvi]

Further to this point on secrecy: Dr. Jacques Vallee, in his book: "Dimensions, A Casebook of Alien Contact," shared a disturbing fact about the Condon Committee: “When the project wrote its report, the files were locked up by the University of Colorado in Boulder. They were later transferred to a private home and were burned shortly thereafter”. [ccxlvii]

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Chapter 4: Secrecy surrounding UFOs / UAPs

The fact that aliens could be visiting earth from some far-away galaxies became a concern for Presidents, Congressional representatives, and Military leaders. Our servicemen and women, let alone our government leaders had no idea why aliens were visiting earth, and we certainly had no way of stopping their technologically advanced flying machines.

While our government officials did not know what to do or what to say to the public, the CIA in 1953 convinced President Truman and the Pentagon to keep the American public's information; it was thought that the American people could not handle the truth after World War II. A national debunking campaign was started, and all UFO / UAP reports became classified under the banner of National Security.

In this chapter, we discuss the top Congressional representatives and Military leaders who wrestled with the matters of UFO / UAP secrecy.

In some cases, these government leaders were eager to follow the CIA and Pentagon's protocols. However, we also have on record many US Air Force, US Navy, and Congressional Leaders that wanted the public to know the truth.

The other thing this chapter points out is the wide variance of information flow to government leaders. It is fairly evident; some leaders were “in the know," while others were not. We now know from historical documents that those in the know were “debriefed” on UFO / UAP aerial intrusions into American airspace during special Congressional subcommittees.

We now know, Senator Henry McElroy, Jr. from New Hampshire, on the Intelligence Sub Committee had been informed of the Eisenhower documents on UFOs and aliens. He shared that the record revealed that President Eisenhower met with aliens (extraterrestrial human beings) at Muroc Field (Edwards) in 1954. It has also been alleged that the President met with the same aliens a second time, exactly one year later, (1955) at Holloman Air Force Base.

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This chapter discusses those who want the information kept secret, while others may want it out in the public forum.

The White House

We have read a few instances where the White House responded to questions from the public wanting information on the UFO phenomenon. We also know President Roosevelt and Truman were extremely quiet on the matter. For such an event (arrival of UFO and occupants) to burst out of nowhere, Truman did a good job keeping the facts under wraps.

On April 4, 1950, the Valparaiso Vidette-Messenger shared that Defense Secretary Louis Johnson, under President Truman, said the Air Force and the Navy agreed today that if there really are flying saucers; "its news to them."

A spokesman for the Air Force stated: "the armed services are standing on conclusions reached last December that flying saucers don't exist."

Right around the same time contrary to White House and official denials: radio commentator: Henry J. Taylor and U.S. News and World Report stated something entirely different: “Flying saucers do exist."

According to the ‘Valparaiso Vidette-Messenger’, and ‘U.S. News and World Report’ would not quote their sources. U.S. News and World Report’s Henry J. Taylor was said to have stated: “some of these planes are top military secrets as part of the guided missile experiment." Soon after this statement: A navy spokesman stated: "the navy is not experimenting with, or doing research on, any type of plane or guided missile that resembled in any way a flying saucer." [ccxlviii]

Then we have the White House chime in on the matter. On April 27, 1950, President Truman's secretary, Charles G. Ross stated: "the White House knows of no flying saucer secret weapons that this or any other country has developed." The same article points out that "the Air Force may not be able to admit the development of such craft because of its level of security classification." [ccxlix]

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The U.S. Air Force

“If anyone finds a "flying disc," tell us.": In the 1950’s, two of our brightest military leaders were Brigadier General Roger M. Ramey and General Hoyt S. Vandenberg. Their job was to guide our military forces and defend the nation against enemy attack.

At the same time, they both became highly involved in the UFO debunking campaign. Perhaps not by choice, but ultimately by orders directed to them. On July 8, 1947, Brigadier General Roger M. Ramey informed the public in a radio broadcast: "that anyone who found an object they believed to be a "flying disc. "should contact the nearest Army office or Sherriff’s office.”[ccl]

In the same broadcast General Ramey, shared the debris recovered from the crash site was analyzed by Army intelligence military officers at Fort Worth, Texas and determined to be a weather instrument. Within 24 hours of General Ramey’s comment Major E.M. Kirton, an intelligence officer at Fort Worth Army Air Field, told the Dallas News: "There is nothing to it." Major Kirton then said: "It is a Rawin high altitude sounding device.[ccli]

For some odd reason this weather balloon was transported to Wright Field, Ohio for further investigation. The local newspaper mentioned that Lt. General Hoyt Vandenberg, was at the Army Air Force press section in Washington to take charge of gathering news of the new disc.

Though I can see the General being concerned about press releases contradicting themselves, one wonders why he would spend extra time away from his desk to visit the Army Air Force press section in Washington. Vandenberg's actions and Ramey comments seem like overkill. Thinking more in-depth on the matter we have several questions.

1. Why would the Army Air Force have a Rawin Weather Balloon under armed guard at Roswell Army Airfield?
2. Why would this weather balloon be loaded, from an “a bomb” bunker beneath the Bomber, with tarps blocking the

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view of anything going up into the bomb bay door?

3. Why would the Army Air Force then transport such balloon to Fort Worth, Texas.? The line given by the newspaper was to allow senior officers at Carswell Air Force Base time to inspect the balloon. It would seem these officers would have better things to do than to investigate a deflated and torn up balloon.
4. Next, for some odd, reason, the balloon is then sent to Wright Patterson Air Force Base in Dayton, Ohio.
5. Both of these two legs of travel to Fort Worth and Wright Patterson were in two different sized bombers.
6. A fundamental question would be why General Ramey would inform the public to report any future object they believe to be a flying disc to their local Army base or sheriff's office". Thinking logically, if the government accepted the objects were not from outer space, why would they want a fictitious object reported to them? Was this request some form of Damage Control?
7. Why would General Vandenberg give any iota of the news coming in or out of the pressroom on this particular day, especially about a weather balloon.?

When you put two and two together, you get four. If you then divide by 2, you get 2. Here we see the Army Air Corps tied up in knots. When you add, several trips, hiding the loading and unloading of something, packages secured by armed guards and fly stealth flights it to Wright Patterson -it's got to be more than a balloon!

A secret flight only makes sense, if the cargo is of a National Security concern for the well-being of the United States.

Announcement from Pentagon Officials:

On July 29, 1952, a press conference was held in Washington DC to calm the nerves of the citizens of the United States regarding UFOs over the capital the week before. Both Major General John Samford and Major General Roger Ramey sponsored the meeting.

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During the conference Major General John A. Samford shared the following statements:

1. “One-fifth (20%) of the sightings are from credible observers, of relatively incredible things – so we keep on being concerned about them.”
2. Of the one-fifth for which there is no explanation, he said: “No pattern has ever been found that reveals anything remotely like a purpose of consistency that can in any way be associated with any menace to the United States.”[ccliij]

Samford’s second statement is nullified in subsequent years as the United States, Great Britain and other countries confirm hundreds of pilots and planes are lost chasing UFOs.

U.S. Air Force denies the existence of flying saucers:

Then we have the men and women of the armed forces that follow their orders. On March 18, 1950, a spokesman for the Air Force stated: "there is no such thing as a flying saucer." The Kenosha Evening News informs its readers that:

1. "Intelligence and technical officers had not been impressed by any of the latest accounts of flying discs."
2. The Air Force spokesman "categorically denied that the air force was denying the flying saucers to cover up some of its own experiments of spaceships and similar air machines." The air force position on this topic is: "reports of unidentified flying objects result from misinterpretation of various conventional objects, a mild form of mass hysteria or hoaxes." [ccliii]

Chief of USAF Intelligence denies UFO reality:

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On November 12, 1950, Bob Considine of the International News Service interviewed Colonel Harold E. Watson, Chief of Intelligence at Wright-Patterson Air Force Base on UFOs. Watson was very frank in his opinion on the UFO subject matter. He shared:

1. People who made UFO reports were denounced as "publicity hounds or comedians."
2. He did not discount the integrity of pilots; he believed that the power of suggestion and optical tricks played a role in UFO sightings.
3. “I don’t know, what it takes to convince the public, but there are no such things as flying saucers. They don’t exist. They just don’t exist”.[cccliv]

I assume no one explained to the Colonel that commercial and military pilots, presidents, senators, and governors have witnessed UFOs flying alongside their planes. In some cases, within several hundred feet.

I also believe Colonel Watson had never, been fully briefed on the cases involving "foo fighters" following bombers in World War II. We can only assume the Colonel may have thought that near collisions or object swooping across commercial passenger planes and military transports were nothing more than giant birds and bumble bees.

Air Force admits there may be "Space Ships:

On July 28th and 29th, 1952 numerous papers around the United States carried articles publicizing recent admissions by the United States Air Force. [cclv]

1. Admission 1: The Air Force has "now detected something that looks like flying saucers on radar at the same time, people have claimed they saw flying saucers." The paper

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states: "In other words, flying saucers are not just cloud formations or hallucinations."

2. Admission 2: "flying saucers could possibly be spaceships from other planets." The reason for this admission is that it will soon be possible for us to build space ships to visit the moon.

3. Admission 3: The article continues with Air Force officers admitting that: "a more advanced civilization could be keeping our planet under surveillance through flying saucers."

The Air Force admitted it was tracking not only missile development in our own country, but enemy planes and flying saucers. Radar stations were being equipped with special cameras to keep picture records of flying saucers or other strange flying objects across the screens.

4. Admission 4: The article further states two patterns were emerging: 1) “UFOs” have been observed over U.S. Atomic centers, 2) and UFOs have been observed over Wright Field, Ohio. It was postulated these visitors could be interested in our atomic and air development. It was also stated that the first flying saucers were seen by prophet Ezekiel who reported seeing a flying saucer in the heavens.

Air Defense Command alerts Interceptor Squadrons; “be ready": Despite continued denials these objects are nothing, and figments or delusions in the minds of all witnesses, the Phoenix Arizona Republic shared a new statement from the Air Defense Command.

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On July 29, 1952, the Air Defense Command (ADC) alerted jet interceptor pilots to take off instantly in pursuit of any "flying saucers" sighted anywhere in the country. It acted after F-94 jets unsuccessfully chased "glowing white lights" seen in this area Saturday night. Mysterious objects had also been spotted the previous Saturday.[cclvi]

Air Force invests millions of U.S. Tax dollars to catch UFOs on camera:

On August 2, 1952, the Chicago Daily News informs the public that Wright Patterson Air Force Base will be purchasing millions of dollars in equipment to continually record UFOs on film.

From these pictures, scientists will be able to compute distance, altitude, and speed of the phantom objects. The project will bring scientists, physicists, chemists, metallurgists, astrophysicists, psychologists, astronomers, meteorologists and electronics specialists into the project.[cclvii]

In 1952, to identify the UFOs, hundreds of cameras were installed at Military Installations, Atomic Plants around the country.

As of today, in 2018, the public has not seen any of the UFO film captured by these cameras. If the Air Force says it needs millions of dollars to track UFOs and then not share any of the photos, what is America getting in return? Here it is 66 years after this announcement, 65 after installation and use, why is it all “classified” when the Air Force admits there is nothing to it?

The Installation of specialized cameras begin.

On December 1, 1953, the El Paso Herald-Post shares the "US Air Force announced it was installing diffraction-grading cameras at local Air Force Bases to take pictures of flying saucers."

The following Air Force Bases in Texas and New Mexico are where the camera was installed:

1. “Biggs Air Force Base (at El Paso),”

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2. “Ellington Air Force Base (at Houston),”
3. “Brooks, Kelly and Randolph Air Force Bases (at San Antonio),”
4. “Good Felled Air Force Base (at San Angelo),”
5. “Peria Air Force Base (at Sherman),”
6. “Reese Air Force Base (at Lubbock) and San Marcos field,”
7. “Clovis Air Force Base (at Clovis),”
8. “Walker Air Force Base (at Roswell):’and
9. “Holloman Air Force Base (at Alamogordo).”

According to the Air Force release, the cameras are being built to have dual lenses. One lens is designed to break down the spectrum lights that show up on film and identify the nature and source of the lights. According to the news article, the cameras do not operate automatically. Pictures must be taken after UFOs have been discovered in the sky either by radar or by ground observers.[cclviii]

UFO cases and photographs go missing in Project Blue Book:

As researchers began digging deeper into declassified files it was discovered some case files and many photographs were missing. Much like a murder mystery, it's hard to determine if a crime has been committed with no body to perform an autopsy.

UFO investigator, Don Berliner wrote on August 24, 1952- “[there were] five reports from G.O.C. posts in Dayton and Troy, Ohio (55 miles apart and in a straight line!) of red and green blinking lights.”

"These reports were read by the author (Berliner) in the office of the Columbus Filter Center in 1952. Presumably, they had been sent on to higher headquarters. But in the permanent files of Project Blue Book, there is never a trace of them.”[cclix]

“In fact, there isn't a single report from the G.O.C. until December 1952 ... and not one from any part of Ohio until May 1954!”

"By that time, there had been 167 UFO reports logged by the Columbus Filter Center ... not one of which is now in the permanent

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records of Project Blue Book."

Berliner says: "By the time the Ground Observer Corps ceased to function in 1959, there had been more than 200 reports funneled through the Columbus Filter Center, yet only 18 from all of Ohio is found in the Air Force records."

Comment | Is this deception on the part of the U.S. Military?

UFOs are not foreign design or secret US Weapons:

As if to have the public remain confused, if they are not our advanced craft or another nation's, whose are they? A Texas Avalanche article on August 26, 1952 shares:

1. "The Air Force said tonight there is 'absolutely no evidence' that flying saucers are of foreign origin and declared flatly they are not a secret U.S. weapon either."
2. "The statement was prompted by a report in the weekly magazine 'People Today' that its editors believe the saucers are not only real but are guided missiles launched by Russia and the U.S."
3. "The spokesman said there is no evidence that the saucers are controlled by human intelligence or that they constitute a menace to the U.S."
4. "He added a reiteration of an Air Force statement that 'these unidentified aerial phenomena are not a secret weapon, missile or aircraft developed by the U.S."[cclx]

If these UFOs, are not controlled by human intelligence from any other nation on Earth, then what controls them and where do they originate?

Airmen warned not to speak to the public on UFOs:

As if things were not bad enough, getting up in the morning, taking a shower, shaving, getting coffee and getting to work on time,

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the Air Force warns its airmen to not discuss their UFO sightings with the public.

The ‘APRO Bulletin’ tells us six airmen witnessed a UFO over Holloman Air Force Base, New Mexico on November 7, 1957. The Bulletin says that in the morning hours (approximately 1:30 am) something appears in front of the six airmen. According to their sighting: the UFO: 1) "was described as a "lighted object" that turned from white to orange and then to red.”; 2) “It produced a slight whistling sound."

The men enthusiastic about their sighting contacted a local newspaper, rather than the required “Center Information Services Officer."

According to the ‘APRO Bulletin’, once the story broke, the men, may have received disciplinary action under AFR-190-6. The moral of this story was that Airmen and Military men were being ordered to report all UFO sightings through proper base authorities, not the public media.

After this faux pas went down; “the Holloman AFMDC Daily Bulletin ran a story on "Unidentified Flying Objects" with a warning of "where to and where not to report such UFO cases." [cclxi]

General suggests intelligent beings may exist:

On April 14, 1959, Major General Donald J. Keirn, Chief of USAF nuclear-engine programme stressed the prospect of communicating with other worlds as an important reason to establish a moon base or space station.

Keirn said; the Air Force had no proof that intelligent beings existed elsewhere, but the UFO reports had "emphasized our innate curiosity." He went on to say: “it is entirely possible that some of them may have passed through our stage of evolution and may have already achieved a higher level of social and technological culture than our own." Near this same date former Harvard Observatory director, Dr. Harlow Shapley said: "We must now accept it as inevitable…there are other worlds with thinking beings.[cclxii]

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Air Force denies UFO reality once again:

The Air Force continues to pound the public with debunking UFOs. On April 30, 1964; The Albuquerque Tribune shared: The Air Force confirmed: "more than 8,000 reported unidentified flying objects in 16 years" have been reviewed. And during this review, they have "yet to discover any evidence that UFOs represent a threat to U.S Security." Furthermore, the Air Force said: "Probes of such sighting back to 1957 have failed to turn up any evidence that UFOs are alien interplanetary space vehicles under some form of intelligent control". [cclxiii]

The U.S. Air Force states there is no evidence UFOs are a threat to National Security:

On April 24, 1966, the Air Force scientific advisory board concluded that there is no evidence that unidentified flying objects are a threat to our national security.

The committee also pointed out that many thousand hours have been spent annually by scientists all over the world engaged in astronomical studies who scan the sky with powerful telescopes and radar devises and no UFOs have been ever reported by these, the best-qualified observers.[cclxiv]

Air Force reports reveal a significant increase in UFO sightings:

On February 15, 1967, Major Hector Quintanilla, director of Project Blue Book at Wright Patterson Air Force Base reports that UFOs sightings boomed last year. The Air Force stated: "it's a safe bet they offer no threat to national security and don't come from outer space." The report goes on to offer certain conclusions:

1. “No unidentified flying objects reported, investigated and evaluated by the Air Force has ever given any indication of

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threat to U.S. Security."

2. "No evidence has been discovered to indicate that any sighting categorized as unidentified reports technological development or principles beyond the range of present-day scientific knowledge."
3. "There has been no evidence that any unidentified sightings were outer space vehicles."[cclxv]

The U.S. Army

The men in green fatigues have known about the UFO phenomenon since the 1942 Battle of Los Angeles. We also assume, if the Cape Girardeau (MO) crash is a real event, then they were informed as early as the 1930's.

U.S. Army confirms all information on UFOs is classified:

Contrary to what the Boys in Blue just confirmed above about these space critters, Commander Robert McLaughlin was informed point blank that the subject of UFOs was "classified." On July 6, 1949, during a visit to Naval White Sands Proving ground, Commander McLaughlin mentioned to a Mr. Scholin, Public Information Officer, National Military Establishment, Washington, D.C. that his personnel were able to track flying discs during the Spring of 1947.

Captain Edward A. Detchemendy, (Ordinance, U.S. Army, Former Public Information Officer, White Sands) tried to interject McLaughlin from telling the story and stated the Army Public Information Officer at White Sands considered the information classified.

Further to this report, upon Detchemendy and Scholin leaving the office: he reiterated to Scholin that: "the White Sands Proving Ground's Public Information Officer considered all information gathered on flying discs classified and any release regarding would them would stem from official information channels in Washington." [cclxvi]

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U.S. Army admits it censors UFO stories to the Press:

On May 10, 1957, the ‘UFO Investigator ‘(bulletin) informs its readers: "an official Army censorship order, which placed a tight clamp on UFO reports at Fort Monmouth, New Jersey, was rescinded on May 10 after protests by the National Investigations Committee on Aerial Phenomenon (NICAP)."

According to NICAP, the original order at Fort Monmouth stated: “Regarding Sightings of Unconventional Aircraft: “Persons Involved in sightings will not discuss or disseminate such information to persons or agencies other than their superior officers and other personnel authorized by the Acting Chief of Staff, G-2 (Army Intelligence), this headquarters.” Signed by Col. Charles k. Olin, Chief of Staff.[cclxvii]

The U.S. Navy

We discussed earlier how the U.S. Navy became aware of UFOs in 1942 as a result of the Battle of Los Angeles. Now moving forward, the Navy tries other methods to understand the phenomena.

U.S. Navy installs UFO traps over Norfolk:

This next item reminds me of a story from the cartoon the roadrunner and the coyote. The coyote is always thinking of ways to catch the Roadrunner but is never successful.

Researcher Barry Greenwood provided an article that explains the latest trap set by the coyote. The coyote this time is the U.S. Navy trying to catch the UFOs (e.g., Roadrunner).

“In response to the aerial threat of UFOs flying over sensitive installation sites, the U.S. Navy on January 15, 1953, announced it was going to do something about it. The U.S. Navy "Commander William F. Muller reported that the Norfolk Naval Shipyard in Virginia" - "installed flying saucer traps in the skies above Norfolk." "The goal was to trap a saucer and place it on display at the National Air Museum in Washington."

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"For security reasons, the details of the traps could not be released. However, another Commander G. Darst explained the traps are an astral intertwining of supersonic electronic impulses strategically placed at likely spots on the most heavily traveled vapor trails. These are secured by a magnesium skyhook. The concept was borrowed from nuclear physics as applied to the hydrogenation of aerial reactors."[cclxviii]

U.S. Navy requests UFO Reports from fishing vessels:

On August 12, 1955, Vice Admiral Low made a request to the 31 steamship companies that all UFO sightings in the air or on the surface of the sea be reported immediately to his headquarters on Treasure Island, San Francisco.

The APRO Bulletin said that the cooperation of the owners of the fishing vessels and other private craft is desired.[cclxix]

JANAP expands to fishing vessels:

Then in 1959 JANAP 146D applies to all Fishing Vessels. On February 1, 1959, JANAP 146D is released to the public for dissemination. JANAP is the Canadian – United States Communications Instructions for Reporting Vital Intelligence Sightings.

The Scope of the report states: "This publication is limited to the reporting of information of vital importance to the security of the United States of America and Canada and their forces, which in the opinion of the observer, requires very urgent defensive and/or investigation action by the US and/or Canadian Armed Force". The procedure contained in this publication are provided for:

1. U.S. and Canadian merchant vessels operating under U.S. and Canadian registry;
2. U.S. and Canadian government and military vessels other than those operating under-reporting directives;

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3. Certain other U.S. and Canadian vessels including fishing vessels;
4. Military installations receiving reports from civilian or military land-based or waterborne observers unless operating under separate reporting directives;
5. Government and civilian agencies, which may initiate reports on receipt of information from land-based, airborne or waterborne observers.

The section 201 a (1) mentions two items that would apply to fishing vessels;

1. Unidentified flying objects;
2. Hostile or unidentified submarines;
3. Individual surface vessels, submarines, or aircraft of unconventional design…. Which may be interpreted as constituting a threat to the United States, Canada or their forces.[cclxx]

U.S. Navy Commander confirms "shoot down" orders:

Things at the top must be getting critical at the top as the U.S. Governments plans to crack down on the speedy critters by shooting them. Agreeing with the public there is something more to these speedsters; than balloons, hoaxes, and comets, the military decides a new tactic. On July 26, 1956, News Tribune reports that "Navy pilots are to engage UFOs (saucers) that appear hostile." This news flash came from a Briefing to Navy Pilots at Los Alamitos Naval Air Station. A Navy Commander looking over his shoulder tells OCNS, that:

1. "It's gotten so we wouldn't dare say we've seen a UFO";
2. "If we did, every pilot in the Pacific would be ordered up.";
3. "It would be pretty embarrassing if all we'd seen was a sunspot on the windshield." [cclxxi]

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With all this hardware and fuel costs being applied to UFO chases we need to think of the Department of Defense Budget. The budget for all military expenditures passes through the Pentagon. Any big projects they know about, comes from the monies the president allocates each year. This fact tells us that any black projects funded by Tax Payers are under the watch of the Pentagon.

Anti-gravity Research:

The U.S. Government keeps up its debunking campaign all the while working on advanced propulsion theories. It seems our military and industrial partners were so thrilled with the maneuvering of the speedy critters we wanted our own flying saucers. But what propulsion system would be needed to create such a speedy craft?

Frank Edwards in his book “Flying Saucers – Serious Business," shared that on April 1957, Mr. “J.E. Surrat, Jr, Vice President of the Society of Aeronautical Weight Engineers stated five major American companies were engaged in Anti-gravity research projects which were government financed.”

This report from Frank Edwards also pointed out that at the time Wright Patterson Field (center for Defense Department UFO Investigations), was a multi-million installation designed and equipped for research and study of counter gravity and antigravity forces. By early 1958, Inland Steel, Sperry-Rand, General Electric, Lear Instruments, Hughes Aircraft and United States Steel were participating in the secrets of gravity.”[cclxxii]

My question is if UFOs were not real and their propulsion never seen before who came up with the idea of anti-gravity research? What motive in 1957 was pushing us to try something new when we were delighted with our big cars and large planes using gas or aviation fueled engines?

46 military sponsored Anti-Gravity projects underway:

By 1966 over forty-six military-sponsored, gravity research projects were underway. Ten years after Frank Edwards first mentioned the government was interested in gravity research we now

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find a staggering number of groups (both in and out the government) analyzing the subject.

In January 1966, True Magazine stated forty-six military-sponsored, gravity research projects were underway. As Frank Edwards points out, this activity peaked less than 20 years after the arrival of UFOs over our skies in the 1950's and 1960's.[cclxxiii]

Why the big push with so many organizations researching and building anti-gravity propulsion systems in the 1960s?

Pentagon says “flying saucers do not exist”:

The military leadership at the Pentagon get tired of the UFO publicity and do something about it.

The Bridgeport Telegram, on November 7, 1957, informed the public of the latest Air Force claim that flying saucers do not exist. The AP news on November 6th describes a new Pentagon Report from Washington:

1. “There is (“no” missing) physical or material evidence, not even a minute fragment, that a so-called flying saucer was ever found”;
2. "There is no evidence that these unknown objects are interplanetary spaceships";
3. “There is no evidence that they represent technological developments outside the range of our everyday scientific knowledge”;
4. "There is no evidence of unknown hostile objects or any threat to the security of the country because of them."

This formal report was issued, after a flood of new cases, including strange lights stopping car engines. [cclxxiv]

NICAP steps up; “we are being watched”:

On March 29, 1966, the National Investigations Committee on Aerial Phenomena called on the Government to release all

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information it has on unidentified flying objects. Major Donald Keyhoe informs the press at the news conference in Washington:

> **“There is substantial evidence we are being observed by some sort of device which is far more advanced than anything we have and is controlled by a superior civilization.”**

The article stated: “Keyhoe urged the Air Force to end the secrecy on sighting and stop ridiculing the competent witnesses, who have seen them.”[cclxxv]

New Hampshire Police prohibited releasing UFO reports to the public:

The U.S. government gets concerned with potential leaks of evidence as the number of police reports and photographic increase. The Police are ordered to cease chasing the speedy space critters (e.g.; UFOs).

On March 19, 1963, in response to a local UFO sighting the Chief of Police for Keene, New Hampshire declined to release further information based on new "security classifications" of UFO reports.

A NICAP member asked about any UFO sightings in possession of the local police department. Police Chief William T. Bridgham responded:

> **“With regard to Unidentified Flying Objects, I regret that I am unable to supply you with the information you request. Such material is classified as security information and is not available”.**

The ‘UFO Investigator’ magazine asked its readers to write local police departments to determine what Government agency asked the police from releasing such information.[cclxxvi]

Men in Black warn Police not to discuss the incident:

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Texans are very independent thinkers and not known to back down on any issue. However, on the subject of UFOs, it's a different matter altogether.

According to CUFOS, on September 1965, two Damon, Texas, police officers experienced a UFO sighting. Soon after their sighting, two mysterious strangers approached one of the witnesses and warned him not to discuss the incident further. It is not known if this is referring to the Goode and McCoy case which occurred on September 3-5th.[cclxxvii]

CIA removes crucial evidence of UFO incident:

The following case is not in Project Blue Book and as such is classified today. We are given the information on this case by the APRO Bulletin. As the newsletter can be read online at http://www.openminds.tv, only specific facts are provided here. It was around 12:30 am on June 4, 1957, when civilian and military personnel observed a globe shaped light approach Holloman Air Force Base. The APRO Bulletin informs us the UFO:

1. came “from the direction of Sierra Blanca in the northwest”;
2. was “covered in a pale, blue-green color.”;
3. was witnessed “for 10 to 15 minutes”;
4. “appeared to be conducting some surveillance of Holloman Air Force Base.”;
5. “stopped in midair, suspended itself (hung there) in the sky, and then proceeded to swing like a pendulum from side to side.”;
6. “began moving forward and headed for White Sands”;
7. “then began a swift ascension and disappeared.”

According to the APRO Bulletin, Mrs. Coral Lorenzen: “contacted the base to inquire of the sighting; the Public Information Officer would neither confirm nor deny the event took place.” [cclxxviii]

Congressional hearings on UFOs are secret:

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Then the American Public gets a super hero, someone bold enough, strong enough to admit something smells fishy and it isn't fish.

On October 1957, a UPI storyline shared: former Central Intelligence Chief (Roscoe H. Hillenkoetter) confirms:

"Congressional super-secret hearings on "flying saucers"
have never made their findings public." [cclxxix]

CIA ordered all UFO stories to be debunked:

On October 7, 1966, according to Dr. James E. McDonald, CIA agent P.G. Strong signed the secrecy order to "Debunk all UFO reports." The main reason for debunking the reports was said to diminish the widespread reports of their sightings that were "clogging up intelligence channels."

The signed ordered was attached to the "Robertson Report found in the Project Blue Book files that had also been "classified." The Robertson Report was a government-sponsored investigation of the UFO problem by a group of respected scientists. According to McDonald, he was allowed to read the Robertson Report and see the order after it was declassified for him at Wright Patterson Air Force Base in Ohio. When he asked to make Xerox copies of the report, the Air Force asked the CIA who ordered it "classified" a second time.

Furthermore: According to the article: The CIA in its debunking order that civilian UFO organizations like APRO should be kept under surveillance was because "they might be subversive."

McDonald speaking to physician students and members of the faculty stated: "there is quite strong evidence the UFOs are from outer space. "I haven't the slightest idea where the UFOs come from." "They don't fit any form that we know here on earth. The only thing that can fit the known evidence is that the UFOs are extraterrestrial. He said the patterns of sightings suggest that the saucers if they are from some other planet, are here on peaceful reconnaissance

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missions. That would explain the "buzzing incidents, the hovering of UFOs over cars and trucks and flybys of aircraft," McDonald theorized. McDonald also shared:

> **the Air Force has stated 95 percent of the UFOs can be explained while 5% of the sightings defy logical explanation. Contrast this to McDonald saying the percentage of cases that defy explanation is closer to 50%."** [cclxxx]

On October 21, 1966, speaking before the American Meteorological Society, Dr. James E McDonald, Professor of Meteorology at the University of Arizona, repeated his statement that the Central Intelligence Agency had ordered the Air Force to debunk UFO reports.

Furthermore, it was the U.S. Air Force regulations that had made the release, at the air-base level, of information on military sightings of this type a crime subject to punishment of fines up to $ 10,000 and imprisonment up to 10 years.

Dr. McDonald also stated: "unidentified flying objects – UFOs are probably extra-terrestrial vehicles engaged in something of the nature of a reconnaissance operation."[cclxxxi]

"Secrecy is needed for controlling the people":

Victor Marchetti was a CIA employee from 1955 to 1969. At that time, he was the Special Assistant to the Executive Director of the CIA. In May 1979, Victor Marchetti shared in "How the CIA Views the UFO Phenomenon." He shares;

"We have, indeed, been contacted -- perhaps even visited -- by extraterrestrial beings, and the US government, in collusion with the other national powers of the Earth, is determined to keep this information from the general public."

"The purpose of the international conspiracy is to maintain workable stability among the nations of the world and for them, in turn, to retain institutional control over their respective populations.

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Thus, for these governments to admit that there are beings from outer space... with mentalities and technological capabilities obviously far superior to ours, could, once fully perceived by the average person, erode the foundations of the earth's traditional power structure."

“Political and legal systems, religions, economic and social institutions could all soon become meaningless in the mind of the public. The national oligarchical establishments, even civilization as we now know it, could collapse into anarchy.”

"Such extreme conclusions are not necessarily valid, but they probably accurately reflect the fears of the 'ruling classes' of the major nations, whose leaders (particularly those in the intelligence business) have always advocated excessive governmental secrecy as being necessary to preserve national security.” [cclxxxii]

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Chapter 5: Congressmen become informed about UFOs / UAPs

Figure 6 - The Capital Building in Washington DC,, [cclxxxiii]

Up until age 35, I was a real idealist. I believed our elected leaders helped shape our country's destiny by creating protective laws and enforcing our rights as humans. I still believe in our country and its leaders, but I have become disturbed that we, as a nation, do not talk openly about the UFO / UAP phenomenon. We treat it like a disease and try to avoid it at all costs, yet it is a real phenomenon such as a tree, bird, or dog.

After discovering UFOs' reality, the fact that many of our government leadership knew the truth and did not discuss it with the public, I had to rethink my position on what it means to be a leader in America.

That is, do our leaders have the guts to talk about UFOs / UAPs openly to the American People?

Throughout this book, we discuss UFO cases and how various government agencies continue to keep the truth of this phenomenon from the American public for National Security concerns. When we search for honesty, transparency, and understanding, we want the truth. We do not want to be told lies; we want to trust our leaders are doing what is best for all Americans.

On the subject of UFOs, we find those we elect and the agencies we trust can be diametrically opposite with the principles and beliefs on which this government was founded. Holding secrets from the American people is cancer that corrupts the US

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Constitution's very foundation and those we elect or promote in our government agencies.

The very agencies “Presidents Truman and Roosevelt” created for national security will go down in history as withholding critical information from the people it serves. This chapter will focus on the following subjects:

1. When the US Government first learns about UFOs;
2. What leaders in the US and other governments had specific proof of UFO reality;
3. When the public first knew about UFO reality;
4. What Government leaders wanted to see the truth about UFOs;
5. U.S. Laws preventing UFOs being shot;
6. Government Leaders sightings;
7. Government Leaders wanting the truth out;
8. Government Leaders maintain secrecy; and
9. Compartmentalization.

When the U.S government first learns about UFOs

It is hard to know precisely when the U.S. Government first learned about UFOs as this information is classified. We can say, we have information leading us to understand it may have been during the early years of the 1930’s. In chapter 1, we learned about the Battle of Los Angeles (1942), and the early UFO crash at Missouri.

Stories from regional newspapers suggest the U.S Government may have known about this information before America became a nation from the time of the Pilgrims and the Revolution of 1776.

We know for a fact that the U.S. government was informed about UFOs during WWII when pilots reported these objects being next to German, British and American bombers.

If you want a more ancient history of ships at sea witnessing objects emerging from the sea- I recommend Jacques Vallee, his

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book: "Wonders of the Sky." Jacques discusses sighting all over the world as far back as 2,000 years.

Governments that had specific proof of UFO reality

Besides the stories of the early crash and recoveries that occurred over US soil in the 1930's and 1940's, we have evidence today that individual countries had photographic and film of UFOs around the world.

Unfortunately for Americans, the proof was hidden. The following represent some of these countries.

The Chilean Government:

On February 23, 1949, an Antarctic expedition led by the Chilean Government, filmed hundreds of feet film of “UFOs” circling above their naval vessels. Major Donald Keyhoe in his book, “Flying Saucers are Real” revealed comments from Naval Commander Orrego:

> **"During the bright Antarctic night, we saw flying saucers, one above the other, turning at tremendous speeds. We have photographs to prove what we saw."** [cclxxxiv]

The Swedish Government:

We also have proof that in November 1948, a Top-Secret U.S. Memo discussed a recent meeting with the Swedish Air Intelligence Service on Unidentified flying objects over Sweden. The Swedish government informed U.S. officials that after studying UFOs; that reliable and entirely technical qualified people reached the following conclusion:

> **"these phenomena are obviously the result of a high technical skill which cannot be credited to any presently**

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known culture on earth." [cclxxxv]

The Swedish Intelligence branch of the Air Force concluded the technology was so far advanced that we are dealing with a civilization that is not based on earth."[cclxxxvi]

The U.S. Government:

President Franklin D. Roosevelt: Roosevelt received a memorandum from his President about UFO intrusion in U.S. Airspace. On March 5, 1942, General George C. Marshall, wrote a Top-Secret memo to President Roosevelt. In his communication to the President Marshall states: "Regarding the air raid over Los Angeles, it was learned by Army G2 that Rear Admiral Anderson… recovered an unidentified airplane off the coast of California with no bearing on conventional explanation. This Headquarters has come to the determination that the mystery airplanes are in fact not earthly and, according to secret intelligence sources, they are in all probability of interplanetary origin."[cclxxxvii]

On February 22, 1944, a White House memorandum from President Franklin D. Roosevelt (believed to be discussing the Cape Girardeau UFO crash of 1941) forwarded to: 'The Special Committee on Non-Terrestrial Science & Technology.' Roosevelt states that we will (as a Nation):

> **"take every advantage of such wonders that have come to us after we have won the war. I am coming to grips with the reality that our planet is not the only one harboring intelligent life the universe."** [cclxxxviii]

Secretary of State Cordell Hull and his cousin Reverend Turner Hamilton Holt: We can say for sure, that Secretary of State Cordell Hull knew of UFOs as early as 1939.

Secretary of State Cordell Hull (former U.S. Army) served in President Franklin Delano Roosevelt's administration. His memoirs do not discuss flying saucers; however, we now have proof from the direct descendant of his close cousin Reverend Turner Hamilton Holt

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that they exist. As the story goes, Reverend Holt visited his cousin when visiting Washington DC and he was permitted to see the remains of a recovered craft and human-like entities during a personal tour at a below ground facility. This story was later relayed to the public in a letter from the daughter of the Reverend before she died. [cclxxxix]

It is known all recovered bodies would be housed at secure locations across the United States one of which would be Wright Field (now Wright Patterson Air Force Base), Dayton Ohio, S4 (New Mexico) and Florida.

President Harry S. Truman: We know President Truman knew the truth. We suspect before creating the CIA in 1947; he was most likely the man in the know after Roosevelt. But what was a President to say five years after World War II – get ready for "War of the Worlds"? Truman said, the only thing he could when posed the question by a journalist on April 4, 1950; that is; “I can assure you that Flying Saucers, given that they exist, are not constructed by any power on earth." [ccxc]

One month later on May 29, 1950, President Truman's Pilot, Hank Myers (a distinguished pilot for Roosevelt, Truman and other U.S. dignitaries) flying an AAL airplane reported a brilliant UFO between Nashville and Knoxville, Tennessee. [ccxci]

President Dwight D. Eisenhower: We surmise when General (later President) Eisenhower, spoke with Churchill about this phenomenon, they agreed to keep the subject top secret. It was also during 1954; many scientists believed sentient beings had populated several planets in several galaxies of which some of these species were visiting and studying - Earth. Given the many different types of ships visiting earth would indicate their own engineers built distinctive vessels (e.g., elliptical, ball, saucer, conical, rocket-like, cigar, teardrop, etc.).

In November 1954, in a press conference President Dwight “Ike” Eisenhower (former General U.S. Army and Supreme Commander of NATO) said the following: “I do not think it would be

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correct to say they come from a planet, that is, from one single planet as General Twining said." [ccxcii]

My question is how a President would come to believe these visitors may be coming from different planets unless he knew something? Since 2001, former military personnel have come forward to express their knowledge of Eisenhower's input into the UFO phenomenon. This book shares that information.

President Dwight D. Eisenhower meets with Extraterrestrials: During his Presidency in 1954, Eisenhower reportedly was able to meet the "visitors" at an Air Force Base.

According to historian and writer Timothy Good this event happened on February 20th, 1954 at Muroc Air Force Base. Good shares a retired USAF Colonel Test Pilot, came forward to confirm he was one of the six humans at the meeting, The Extraterrestrials came in five ships, two were cigar-shaped vehicles and three saucers formed vehicles. This revelation came from Lord Clancarty (Brinsley Le Poer Trench) who took the story from a retired Colonel. I would encourage you to read Timothy Good book, as on page 208, he can describe three previous contacts that witnessed various aspects of this event.[ccxciii]

The U.S. Air Force and Congressional Leaders:

Senator Almer Stillwell Mike Monroney (D-OK): Monroney shared; from December 1st to the 2nd 1950, military experts gathered to discuss complication with the U.S. early warning radar of the Continental Air Defense Command at Knoxville, Tennessee. Senator-elect Monroney (e.g., Almer Stillwell Mike Monroney) joined in the talks. After a lengthy discussion, it was decided that the Air Force Intelligence branch should investigate and furthermore set up additional radar units to provide a cross-check of any further unexplained radar targets. [ccxciv]

The British

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The United Kingdom: British Cabinet Rank Official and Dorothy Kilgallen: Dorothy Kilgallen was a columnist for the New York Journal. According to many records, the FBI and CIA monitored her activities during the 1950's and early 1960's until her death in 1965.

Most researchers today believe she was murdered (from acute barbiturate and alcohol poisoning) for her knowledge on many topics including the John F. Kennedy murder and the top-secret classification of UFOs. Dorothy Kilgallen was able to publish an article about a British official who stated that after examining the wreckage of a mysterious flying ship, they are convinced these strange aerial objects are not optical illusions or Soviet Inventions but are flying saucers, which originate on another planet.[ccxcv]

On May 23, 1955, it was revealed this official said: "We believe, on the basis of our inquiries thus far, that the saucers were staffed by small men – Probably under four feet tall". [ccxcvi]

The Russians

Russian Vice-Consul Eugene Tunantzev: On July 8, 1947, the Nevada State Journal shared with its readers that the "Russian Vice-Consul Eugene Tunantzev stated that the flying saucers reported seen in the United States were not Russian."

Tunantzev said something very poignant: "Russia respects the sovereignty of all governments and by no stretch of the imagination would it use another country for a proving ground." [ccxcvii]

When one thinks about introducing a new weapon, the country producing such craft wants to keep it a secret as long as possible. Whether to be used for reconnaissance or bombing specific targets, the Russians were right, why would they test a new "superweapon" over the U.S. soil? They wouldn't unless they had the assurance of its performance and immediate recovery.

When the American public first knew about UFO reality

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The American government knew about UFOs as far back as the 1930 and 1940's. We know this from confirmed stories of the U.S. Army with recovered crashed vehicles.

It was during the 1950's that local newspapers carried the UFO sightings in local newspapers.

So much was going on at the time (the economy, World War II, post-war construction, etc.) that Americans could do little more than get to work, provide for their families and if spiritual, attend a church on Sundays. Though the initial 1947 Rowell crash story was later called a weather balloon, we can say most people heard that a Disc crashed in the New Mexico desert.

Eleanor Roosevelt (The First Lady): In 1950, our first lady, Eleanor Roosevelt discussed UFOs on her NBC Radio show on March 21, 1950. In this NBC series "Today with Eleanor Roosevelt" (radio broadcast); Mrs. Roosevelt interviewed a Pilot who encountered a UFO over Stuttgart, Arkansas. We get this story from AP News out of Little Rock Arkansas: Captain Jack Adams of Little Rock was the pilot of a Chicago & Southern Airlines plane and over Stuttgart, Arkansas when he saw the UFO. Adams radioed the C & S operations office that he had sighted the object near Stuttgart. On landing a few minutes later, Adams described the UFO as:

1. Having a: "circular" shape";
2. About: "the size of a DC-3." (e.g., 100 feet in diameter in some reports)
3. "Around its edge there appeared to be port windows and lights were coming from these port windows."

The Captain said it was: "about 1000 feet in front and above us. We were headed almost due west and this object crossed our course from the south. It was headed due north." [ccxcviii] For reference, a DC3 is approximately 64 feet long.

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Government leaders who wanted to know the truth

Many members of Congress began hearing about UFOs from their constituents. Some, in fact, demanded an answer as UFOs flew over farm fields, chicken coops or barns. In many cases, these strange flying crafts settled in their own fields, next to roads and at airports.

Congressman J. T. Rutherford (D-Texas, former U.S. Marine): On November 4, 1957 representative J. T. Rutherford of Odessa (former U.S. Marine) sent a telegram to the Air Force officials requesting an explanation of unknown aerial objects. The congressman reported he received calls all day and all night from residents in his district asking whether he had received word from the Pentagon.

Rutherford's telegram read: "Request confirmation of denial UFO (Unidentified Flying Object) reports in West Texas, the U.S. or foreign, such information imperative for the success of experiment if the U.S. or appropriate if otherwise. Many responsible people's statements too consistent to be taken lightly. Appreciate complete report on this subject at the earliest convenience."[ccxcix]

Representative Barry Morris Goldwater (AZ, U.S. Air Force): Senator Barry M. Goldwater had been the Chairman of the Senate Committee on Science. If anyone should know something about UFOs and our Government you think it would have been Goldwater. However, we find in studying his legacy, he knew something about UFOs. In September 1957 Senator Barry M. Goldwater (U.S. Air Force) stated: "I am an Air Force Reserve Officer and have been one for the past 27 years; consequently, I am indeed interested in unidentified flying objects. I frankly feel that there is a great deal to this and I have discussed it often with many Air Force Officers." [ccc]

Less than a year later, on April 10, 1958, recent UFO reports in Arizona led Senator Goldwater to speak out on the subject on April 10th.

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Goldwater, an Air Force Reserve Colonel, told the press: "Flying saucers, unidentified objects or whatever you call them ---are real."

Goldwater also shared: "The Air Force has a project to investigate these reports, but when you ask about them, they clam up."[ccci]

Thirty years later in 1988; it was Senator Barry Goldwater who tried to get at the truth from his friend General Curtis Emerson LeMay. However, given the Top-Secret classification of UFOs and a non-disclosure agreement signed by all officers, Goldwater was given the runaround. In fact, when Goldwater, approached LeMay about UFOs housed at Wright Patterson Field, LeMay said to him: "Not only can't you get into it, but don't you ever mention it to me again." [cccii]

Senator Ralph E, Flanders (Vermont): On February 3, 1958, Senator Ralph E. Flanders (Vermont) became informed during a censored Senate Appropriation committee that U.S. Radar stations on the coast have corroborated UFO fleets. General Thomas Power, Strategic Air Commander, confirmed that our radar stations in the ocean and on the coast tracked on several occasions a fleet of planes traveling at 2,000 miles an hour headed for the interior of this country.

When Senator Flanders asked: “What shall we do about it”? The General responded: we “waited and waited and the planes disappeared into thin air after they passed the coast.”

The fact that the UFOs disappeared from our Radar scopes were most likely the result of the units not programmed to pick up objects jumping to speeds over 2,000 miles per hour. The objects would disappear from the radar scopes as they accelerated over 2,000 miles an hour.[ccciii]

Congressman Thomas Ludlow Ashley (D-Ohio, former U.S. Army): On July 14, 1958 Congressman Thomas Ludlow Ashley (former U.S. Army) stated: "I have made a number of inquiries of the Air Force, relative to its activities in connection with these unidentified flying objects, but have invariably received comment that evidence to

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date is too inconclusive to sustain any theory but that these objects are 'hoaxes, hallucinations, or normal meteorological manifestations.'"

"I share your concern over the secrecy that continues to shroud our intelligence activities on this subject, and I am in complete agreement with you that our greatest national need at this time is the dissemination of accurate information upon which responsible public opinion can be formulated." [ccciv]

Representative A.D. Baumhart of Ohio (former U.S. Navy) wanted to know more about UFOs to discuss this with his continuants: On October 2, 1958, Representative A.D. Baumhart of Ohio (former U.S. Navy) wrote the Office of Congressional Liaison of the United States Air Force to inquire into the subject of the Sheffield Lake, Ohio sighting. The Representative asked for assurances the case of the person reporting the incident will be looked into so he may adequately advise her. The Air Force responded to the Representative giving their conclusion of the case and then concluded by providing October 6, 1958, DOD's fact sheet on UFOs. The fact sheet outlined the Air Force position concerning unidentified flying objects". [cccv]

An article in the Elyria Chronicle revealed the object was 22 feet in diameter disc with a hump in the middle and was about six feet off the ground and 10 feet from her window.

She admitted the object shot up too fast in the sky that she was unable to see its underside.

The UFO Committee stated other neighbors confirmed the presence of a strange object that night. Further, the UFO Committee rebutted the AF facts as the train headlights do not strike the witnesses windows nor do the Coast Guard vessels lights. In other words, the Committee believed the Air Force disregarded the facts and called their findings; "an insult to the American public." [cccvi]

Individual members of Congress are emphatic toward the American public and pushed for transparency.

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Honorable Edward J. Jenison (IL, former U.S. Navy): On September 20, 1950, the Honorable Edward H. Jenson (IL, retired U.S. Navy) addresses Congress:

1. "Mr. Speaker, in these dangerous days when mass hysteria is created all too easily, there is an unfortunate amount of information or misinformation about so-called flying saucers."
2. “It has been difficult to obtain a forthright statement on the matter from those who should know, the Air Force, the Navy's air arm or Governmental aeronautical experts."
3. “Mr. Speaker, it seems to me the public is entitled to know the truth…We cannot afford hysteria in our hour of defense peril. The public should not have to feed on doubt or conjecture. It seems to me it is time for our authorized aviation experts to speak up. Let us concede them and explain them or expose them and bury them.” [cccvii]

Ralph Henderson Scott (Rep, D. NC): Representative Ralph H. Scott (D. N.C) shared; “The general public should be allowed information thus far known about flying objects except, of course, in the case where they might become unduly alarmed or panicked by such revelation.” “If this information could be presented to the American people in such a way as to appeal to reason and not to emotion, I think it would be a good thing.” [cccviii]

President Lyndon B. Johnson (former Commander U.S. Navy): Senator Lynden B. Johnson (former Commander U.S. Navy) demanded Congressional and FBI intervention in resolving a UFO case that one of his constituents inquired. UFO researcher Loren E. Gross (former radar operator for the Air Defense Command (ADC) from 1956 to 1960) said: “the senator, we all know as President Lyndon B. Johnson supported a constituent on a UFO case and asked the Air Force to look into the matter.” The response he received was the following:

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"This will serve to illustrate to Senator Johnson the pains-taking efforts and thoroughness with which the Air Force undertakes to resolve UFO sightings, even such as this, where numerous efforts are made to locate the source and obtain the facts because the original report was incomplete." [cccix]

The Air Force response of reports being incomplete was correct for many of the Project Blue Book files. However, as we have already pointed out, many of the Project Blue Book files had incorrect conclusions as to the cause of such sightings. It appears the Air Force was keeping Senator Lyndon B. Johnson (just like later elected Presidents) at arm's length from the truth behind the phenomenon.

Walter H. Moeller (Rep, Ohio former education director for NASA): On May 15, 1959, Walter H. Moeller, (former education director for NASA) said: "I cannot help but feel that there may be some justification behind some of the UFO reports. I also feel that if there is any information available within the Government, which has not been released to the American Public, it should be made known."

"I have every confidence that the American public would be able to take such information without hysteria. The fear of the unknown is always greater than the fear of the known".[cccx]

Congressman Overton Brooks (Chairman of the House Space Committee): On December 8, 1961, it was mentioned in a letter to The Hartford Courier, that in 1958, the United States Air Force had more than once launched SAC Bombers against Russia when Radar picked up non-identified incoming fleets of aerial objects. Congressman Overton Brooks, then Chairman of the House Space Committee, urged the Air Force to "release all information on UFOs – panic or not". [cccxi]

Senator Gaylord Anton Nelson (D. Wisconsin,) former U.S. Army: On January 14, 1963, Senator Gaylord Anton Nelson (retired U.S. Army) said to NICAP: "I share your belief that there should be no unnecessary secrecy surrounding the matter [of UFOs] and will do

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what I can to see to it that relevant facts are brought out and made available to the public." [cccxii]

Senator Edward William Proxmire (D-Wisconsin): On January 31, 1963 Senator Edward William Proxmire said: "The NICAP report [outline] is a fine document which does much to substantiate the allegations made. You probably noted my remarks that: 'The very fact that so many inexplicable incidents have occurred is reason enough for a thorough investigation.' I am going to contact the Department of Defense on this matter..." [cccxiii]

Senator Paul H. Douglas (former Lt. Col U.S. Marines): Senator Paul H. Douglas once said: “Everyone is naturally interested in getting to the bottom of the innumerable reports of unidentified flying objects, and I am encouraged to see the concentrated efforts of NICAP to have all of the facts about UFOs brought out to the public. I will certainly offer my contribution of time and effort to get to the bottom of these reports”.[cccxiv]

Congressman John B. Anderson (former U.S. Army): Congressman John B. Anderson shared: “I did examine the report on unidentified flying objects and passed it along to a friend. I think we must continue to try to get to the bottom of some of these unexplained happenings which have occurred and have been reported by reliable individuals”. [cccxv]

Senator Harrison A. Williams, Jr., (former Lieutenant, U.S. Navy): Senator Williams stated: "The UFO Evidence Report is indeed an impressive document and should be given the most careful consideration. I have no doubts that as the NICAP forges ahead with its work, we will provide even greater insight into the problems of unidentified flying objects". [cccxvi]

Congressman Louise C. Wyman (former Lieutenant in U.S. Navy): Congressman Louise C. Wyman commented: “I strongly favor a public hearing on UFOs and am most interested in the booklet: “Unidentified Flying Object Evidence”. It seems to me that the

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cumulative inference from this publication is that the unidentified flying objects are manned and controlled from an extraterrestrial source" [cccxvii]

President and Governor Gerald R. Ford (former U.S. Navy): Republican House Leader Gerald Rudolf Ford was also getting constituents in his district asking him to solve the UFO situation.

At one point, he called out he was tired of the "flippant" responses he was getting from the U.S. Air Force.

But Ford went further, on March 26, 1966, the Lubbock Avalanche-Journal informed its readers that on the 25th Ford called for a congressional investigation of unidentified flying object sightings. Ford said: "in view of a new rash of UFO sightings, it would be a very wholesome thing for a congressional committee to conduct hearings. The American people are becoming alarmed by the UFO stories." [cccxviii]

According to the news article, he proposed calling as witnesses government officials and those who claim to have seen UFOs. The Air Force continued to insist that no unidentified flying object reported, investigated or evaluated by the Air Force has ever given any indication of a threat to our national security. [cccxix]

Several days later President Gerald Ford, in a letter he sent as a Congressman to L. Mendel Rivers, Chairman of the Armed Services Committee, on March 28, 1966 articulates:

"No doubt, you have noted the recent flurry of newspaper stories about unidentified flying objects (UFOs). I have taken a special interest in these accounts because many of the latest reported sightings have been in my home state of Michigan.

Because I think there may be substance to some of these reports and because I believe the American people are entitled to a more thorough explanation than has been given them by the Air Force to date,

I am proposing that either the Science and Astronautics Committee or the Armed Services Committee of the House, schedule hearings on the subject of UFOs and invite testimony from both the

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executive branch of the Government and some of the persons who claim to have seen UFOs... In the firm belief that the American public deserves a better explanation than that thus far given by the Air Force, I strongly recommend that there be a committee investigation of the UFO phenomena. I think we owe it to the people to establish credibility regarding UFOs and to produce the greatest possible enlightenment on this subject." [cccxx]

Representative J. Edward Roush (Indiana): Representative Roush made his point known in 1968, at the U.S. House of Representatives' Committee on Science and Astronautics. He believed that: "Americans have a right to know what these are". [cccxxi]

Jerry L. Pettis (R-California, a former pilot for the U.S. Armed Forces): Jerry Pettis also made his point known in 1968 during the House Committee on Science and Astronautics hearing on UFOs. He said: "Having spent a great deal of my life in the air, as a pilot... I know that many pilots... have seen phenomena that they could not explain. These men, most of whom have talked to me, have been very reticent to talk about this publicly, because of the ridicule that they were afraid would be heaped upon them... However, there is a phenomenon here that isn't explained." [cccxxii]

Representative Steven H. Schiff (New Mexico): Steven Harvey Schiff, a member of the United States House of Representatives, in response to inquiries in concerning a possible cover-up of the crash of an alleged UFO outside of Roswell, NM in 1947, requested information from the Department of Defense.

Schiff commented: "It's difficult for me to understand, even if there was a legitimate security concern in 1947, that it would be a present security concern these many years later." "Frankly I am baffled by the lack of responsiveness on the part of the Defense Department. On this one issue, I simply can't explain it." [cccxxiii]

John David Podesta, Jr. (White House Chief of Staff, Clinton Administration): John Podesta was very pointed and direct

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in his statement in front of the public about governmental agencies withholding classified UFO case material. On October 21, 2002 John D. Podesta, Jr. stated to the media:

"It is time for the government to declassify records that are more than 25 years old and to provide scientists with data that will assist in determining the real nature of this phenomenon". "I think it's time to open the books on questions that have remained in the dark; on the question of government investigations of UFOs. It's time to find out what the truth really is that's out there. We ought to do it because it's right; we ought to do it because the American people quite frankly can handle the truth; and we ought to do it because it's the law." [cccxxiv]

U.S. Laws prevent shooting UFOs

The U.S. military and civilians engaged UFOs in the early 1950's. The military engagement was authorized from the Pentagon and aerial combat was hostile. Through ground and aerial battles, U.S. Military (both U.S. Army and U.S. Air Force) shot down and recovered many UFOs vehicles in the 1940's and 1950's.

One would think that given the advanced capabilities of UFO ships they would be "invulnerable." According to researchers, this was true when it came to today's sophisticated U.S. Weaponry.

However, because these aerial objects were so far advanced they did not know what to do when the U.S. Military used older equipment such as proximity detonation triggers on artillery shells. When the artillery rounds got near the UFO porthole, the bomb would go off, imploding the window, allowing the inside atmosphere of craft to escape killing the crew.

Representative Elmer Skinner (New Mexico): On February 23, 1965 the Senate Public Affairs Committee in New Mexico approved a bill by Rep. Elmer Skinner, making it a fourth-degree felony to fire on aircraft. State Aviation Director Bob White said the measure was promoted by a Moriarty man's firing on what he thought was a flying saucer in 1964. Skinner stated that one of his company's

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planes had a propeller shot off two years ago by deer hunters near Grants." [cccxxv]

The state law was confirmed to be as a result of shooting at UFOs.

Jets and planes became vulnerable to the electromagnetic fields of UFOs

It's now fact, we were losing pilots and planes chasing UFOs. Canadian scientist, Wilbur Smith shared: our pilots and aircraft were vulnerable when they came close to the electromagnetic fields of the UFO.

This field would not only affect our communication systems and avionics, it would interact with the joints and rivets on the wings, and the hull making them unstable and come apart. Ultimately, the United States, Russia, and England found we lost many pilots and their planes as they disintegrated during air engagement.

U.S. Government and World Leaders report their own UFO sightings

It's not just government leaders who have seen UFOs. We know through Italian newspapers that Pope Pius XII had over three separate UFO encounters in the Vatican gardens as far back as the 1950's.

He shared that he knew the objects were friendly. He did not indicate anywhere in his experience they were from the devil as some religious groups proclaim. From his perspective, it must have seemed more like a miracle of some sort.

So, our government must have had a different experience with these visitors than the Pope. Was it because we were always trying to shoot them down as they defended themselves?

President Ronald Reagan (former U.S. Army): Ronald Reagan made the UFO speech at the United Nations General Assembly on September 21, 1987. This was most likely a direct result of his own sighting on a plane over California as Governor.

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In 1974, Reagan had the following UFO sighting over Bakersfield, California; “It was a bright white light. We followed it to Bakersfield, and all of a sudden to our utter amazement it went straight up into the heavens.” This UFO sighting was later confirmed by Bill Paynter who stated: “I was the pilot of the plane when we saw the UFO. Also, on board were Governor Reagan and a couple of his security people.

We were flying a Cessna Citation. It was maybe nine or ten o’clock at night. We were near Bakersfield when Governor Reagan and the others called my attention to a big light flying a bit behind the plane.”

1. “It appeared to be several hundred yards away”;
2. “It was a fairly steady light until it began to accelerate, then it appeared to elongate”;
3. “The light took off”;
4. “It went up at a 45-degree angle - at a high rate of speed”;
5. “Everyone on the plane was surprised”;
6. “Governor Reagan expressed amazement”;
7. “I told the others I didn’t know what it was”;
8. "The UFO went from normal cruise speed to a fantastic speed instantly";
9. “If you give an airplane power it will accelerate - but not like a hotrod, and that is what this was like. We didn’t file a report on the object because for a long time they considered you a nut if you saw a UFO.”

Before the September 21, 1987 speech at the United Nations General Assembly, Reagan met with President Gorbachev and asked if Russia would help the U.S. if an advanced race would ever attack the U.S. ---- Gorbachev said: “of course”!

For those who have not heard the speech, it can be seen on YouTube. Here is a brief excerpt of the statement: "Our differences worldwide would vanish if we were facing an Alien threat from outside this world and yet I ask you is not an Alien force already among us."

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He goes on to mention in another video, with conversations with Gorbachev how we could be human beings if we forget our differences and come together."[cccxxvi]

President James Earl "Jimmy" Carter, Jr. (former U.S. Navy): Then we have President Jimmy Carter who during his presidential campaign as governor of Georgia witnessed his first UFO for over 10 minutes with other observers.

President Carters UFO sighting is unusual in that we have the official copy of his case report which is substantiated by 10 to 12 other men. This sighting occurred in 1969, just after the Condon Committee report revealed, it could come up with no proof of UFO activity in the U.S. We have all learned there was proof, we just were not supposed to know about it. Jimmy Carter's report shares the UFO: was "self-luminous, hovered, approached the men, moved away, then repeated to come close."

If I were one of the men from the Leary Georgia Lions Club, I do not know if I would be bold enough to stand with all the other men or run away. This report is on various internet sites; the story is also found in multiple locations, including the Los Angeles Times, "Carter Filed Reports on UFO Sighting," Peter O'Toole, April 30, 1977.

After this sighting, Carter became more at ease with the subject matter and not afraid to discuss it publicly (similar to Reagan). It was almost like the two Presidents became "emboldened" by their experience to a new phenomenon that the public has not yet acknowledged. It was during this campaign to become President Jimmie Carter he shared: "If I become President, I'll make every piece of information this country has about UFO sightings available to the public, and the scientists. I am convinced that UFOs exist because I've seen one... " [cccxxvii]

President John F. Kennedy (former U.S. Navy officer): John F. Kennedy had several UFO sightings including one with his wife Jaqueline and security guards at Hyannis, Massachusetts in 1963. This sighting occurred several months before his death.[cccxxviii]

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President Richard M. Nixon (former Commander U.S. Navy): President Nixon also had his own UFO sightings and reportedly witnessed a UFO pilot cadaver in suspension tubes at an Air Force base in Florida with his close friend Jackie Gleason. Nixon made one “public statement” about Extraterrestrials during his Presidency: "I'm not at liberty to discuss the government's knowledge of extraterrestrial UFOs at this time. I am still personally being briefed on the subject."[cccxxix]

The President being briefed on UFOs.

In 1969, he was quoted in the New York Times as saying: “In the year 2000, we on this earth will have visited new worlds where there will be a form of life”. [cccxxx]

At the National Press Club in 2013, at the “Citizen Hearing on Disclosure” was held in Washington, D.C. a former Army / CIA employee came forward to confirm that both Richard Nixon and President Dwight D. Eisenhower were aware of extraterrestrial spacecraft being stored at New Mexico as far back as the 1950’s.

In fact, the person coming forward making this claim said he and his CIA boss were instructed by President Eisenhower and then Vice President Nixon to confirm the rumors at Area 51 were accurate. [cccxxxi]

The President of the Republic of Castelporizan, Italy: The President of the Republic of Castelporizan, Italy had a UFO sighting. It was not just the United States, but other countries including Italy, where high-level officials reported UFOs.

On August 20, 1963, around 9:32 pm the chauffeur for the President of the Republic of Castelporizan, Italy was nearly run off the road by a UFO. The chauffeur was driving a Fiat 2300 on his employer's estate near Rome doing 80 kilometers per hour when a strange object suddenly loomed over the trees near a long bare patch in the forest that ran along the road. The U.S. Air Force received a report from the General Italian Air Force Air Attache -State Maggiore

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Aeronautica" concerning the encounter. The translation of the text in the Air Force case file shares:

1. "The chauffeur sees the object and abruptly stops the car which was going about 75-80 Km/hour";
2. "The object continued to advance and passed over the auto making it vibrate";
3. “The object, presumably continued its course, because his sight was obstructed by the roof of the car”;
4. “Then, it reversed its course and passed over the car a second time make it vibrate once more”;
5. “The object passing over the auto proceeded to the same place where it was first observed, that is, to the top of two high tees situated at the end of a field”;
6. "The subject surpassed the two trees by a few meters and suddenly change from a horizontal position with the underside parallel to the ground and changed to a vertical position";
7. “With lightening velocity, it few away horizontally towards the left in the direction of the West”;
8. “During the departure of the object, the flowers and plants underneath and around it did not move even slightly”;
9. “The comment in the file states: “the object did not produce any current of air and the witness said that he did not feel any air current come into his car and had the windows open”;
10. "The light of the object was visible from three portholes whose form were elliptic and were found to be equipped with large vertical axis's. The rest of the object was not illuminated but it was illuminated by the car lights one as able to discern a grayish color";
11. “The tower of the object seemed to terminate in a kind of glass roof which slightly protruded out of the tower, nothing else on the object seemed to rotate except this”;

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12. “The measurement of the underside could be about 20 meters in diameter at the most certainly not less than 2 meters”;
13. “The diameter of the tower appeared to be a little longer than the interior of the Fiat 2300”;
14. After the rough braking and stopping, the motor of the car stalled, maybe because the chauffeur caught by surprise did not push the clutch down in time";
15. “In between the first and second overpasses of the object the chauffer tried to start the car but the engine failed probably due to human error”;
16. "The rapid shaking of the auto from top to bottom, about a dozen tremors which lasted about 3 seconds in both of the overpasses";
17. “The sound heard during the observation was similar to that produced by a distant jet or an electrical motor running at high speed”;
18. “The intensity of the sound remained during all phases of the observation.”

Local inquiries from nearby airports show no landings or departures at the time. The Air Force could not conclude based on "insufficient data.[cccxxxii]

When I read the Air Force finding I could not believe the classification: “Insufficient Data”. The written word of a President of a Republic in Italy should be taken for what it is unless someone is committing a crime. I see no crime being committed here. Coverup? – You bet.

U.S. Ambassador to Italy (Mrs. Clare Boothe Luce): Yes, even a top U.S. official in Italy witnessed a UFO and said something about it. On October 28, 1954 U.S. Ambassador to Italy (Mrs. Clare Boothe Luce) observes discs over Rome along with residents of the town and an Associated Press employee. The Daily Boston Globe on October 29, 1954 informs its readers that the Ambassador states: “I saw something but I don’t know what it was”. The object was

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described by some as a luminous silver coin or moon shaped device that was seen flying through the sky at a fantastic speed. The other interesting point made was there was not just one, but two separate objects, which were trailing the first lighted object. [cccxxxiii]

Senator Richard Brevard Russell, Jr., (former U.S. Navy): This next case comes to us from Chairman Dr. Bruce Maccabee (the Fund for UFO Research). The following documents were discovered through the Freedom of Information Act and then prepared for the public:

We know of such a case in the 1955 UFO sighting by Senator Richard Brevard Russell Jr. At the time, Russell was the Chairman Armed Services Committee. He was on a trip to Russia when he witnessed a disk-shaped craft while riding a train. The incident was so sensitive after being reported to the US Air Force it was classified "Top secret".

Before his 1955 sighting from the Russia trip, in 1952, Senator Russell shared he would like feedback from the Air Force on news reports about UFOs shadowing B-29s in Korea. [cccxxxiv]

This particular case was one of those reports. Researcher Bruce Maccabee shared some of the following points below: The Sighting as described by Maccabee:

1. "Senator Richard B. Russell, Jr. (D-GA)—then chairman of the Armed Services Committee—was on a Soviet train when he spotted a disc-shaped craft taking off near the tracks.
2. "He hurriedly called his military aide and interpreter to the window—and they saw the UFO, plus another one that appeared a minute later. The astonished trio reported the sightings to the U.S. Air Force as soon as they were out of Russia.
3. "The three observers were firmly convinced that they saw a genuine flying disc," says an Air Force Intelligence report, dated October 14, 1955, and classified Top Secret at the time.

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4. The Air Force Intelligence report says Russell and his two traveling companions spotted the UFOs on October 4, 1955, while going by rail across Russia's Transcaucasus region.
5. “One disc ascended almost vertically, at a relatively slow speed, with its outer surface revolving slowly to the right, to an altitude of about 6,000 feet, where its speed then increased sharply as it headed north.”;
6. “The second flying disc was seen performing the same actions about one minute later. The takeoff area was about 1-2 miles south of the rail line.”;
7. Russell “saw the first flying disc ascend and pass over the train,” and went “rushing in to get Mr. Efron (Ruben Efron, his interpreter) and Col. Hathaway (Col. E. U. Hathaway, his aide) to see it,” the report said.
8. "Colonel Hathaway stated that he got to the window with the Senator in time to see the first (UFO), while Mr. Efron said that he got only a short glimpse of the first. However, all three saw the second Disc and all agreed that they saw the same round, disc-shaped craft….as the first.";
9. The Air Force report was written by Lieut. Col. Thomas Ryan, who interviewed Senator Russell’s companions in Prague, Czechoslovakia, on October 13, after they arrived there from Russia shortly after the sighting.
10. In his report, Col. Ryan called the sightings: “An eyewitness account of the ascent and flight of an unconventional craft… by three highly reliable United States Observers.”;
11. He added that Colonel Hathaway led off his account of the sightings by saying: "I doubt if you're going to believe this, but we all saw it. Senator Russell was the first to see this flying disc…. we've been told for years that there isn't such a thing, but all of us saw it.";

The CIA investigates the Russell UFO sighting

CIA documents show that the agency later interviewed the three eyewitnesses in the Russell party—and also a fourth person,

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unidentified in the reports, who had seen the UFOs. An eyewitness—whose name was blacked out on the CIA report before its declassification—shared the following facts: The UFO:

1. Had: “a slight Dome on Top and also a white light on top”;
2. Was: “glowing pinkish white”;
3. Went: “up vertically”
4. Had a: “glow moving slowly around the perimeter in a clockwise direction, giving the appearance of a pinwheel”;
5. Had visibility that: "was excellent";
6. "it gave the impression of gliding."
7. Emitted: “No noise”
8. Emitted: “No exhaust”
9. Had: “no exhaust glow or trail”.

After the encounter, Senator Russell told the men with him: “We saw a flying disc. I wanted you Boys to see it so that I would have witnesses.” According to the CIA documents and an FBI memo, dated November 4, 1955, also discusses the sighting—and admitted Col. Hathaway's testimony "would support the existence of a flying disc…" [cccxxxv]

UFO sightings of U.S. Government leadership

Former Unnamed Congresswoman (Arizona): Around 4:55 pm on September 6, 1952 a former female Congresswomen observed a bright tear-drop shaped object for two and a half minutes over Tucson, Arizona. The object descended in a general southeasterly heading towards them and then disappeared on a reciprocal heading ascent until the UFO was lost to view.

According to the report the tear-drop or pendant shaped object was orange in color. No evidence of propulsion was seen. The Congresswoman stated she witnessed a “saucer” in which then her employee looked up and also saw the object. It appeared to be above the Grand Central Aircraft Plant at Tucson Municipal Airport.

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The object was seen “whirling on its vertical axis” and emitted the bright orange light. According to the observers, the object got more prominent as it approached their car. It then suddenly stopped, and without executing any turn, began to ascend along the same path it had descended. It continued upward in the sky until it could no longer be seen. The Air Force report revealed the Congresswoman was "intellectual, clear-minded and must be regarded as a thoroughly credible witness."

The Air Force report was prepared by USAF Major William Beckett on September 29, 1952 on forwarded to top U.S. Air Force commands. The Air Force conclusion was the object was an “Unknown”. [cccxxxvi]

State Representative L.B. Martin of East Hartford, Connecticut: On October 4, 1963, State Representative L.B. Martin of East Hartford, Connecticut reported a UFO about 1:00 pm. The UFO was reportedly traveling over 2,000 mph, trialing fire-like exhaust. The object was described as being sharply defined including a row of black dots near the forward edge and flew with the triangle base forward.[cccxxxvii]

U.S. Navy Secretary Dan A. Kimball: This is one of the most senior UFO reports to come out of the U.S. Navy, other than a Former President. In April 1952; Navy Secretary Dan A. Kimball was off the Hawaiian coast in his executive plane when it was approached by two speeding discs. It was not long after this event that Secretary Kimball informed Major Ed Keyhoe (USMC) of the sighting. Keyhoe in his book “Aliens From Space”; shared the following facts on this encounter:

The Sighting (The Discs):

1. “Their speed was amazing. My pilots estimated it between fifteen hundred and two thousand miles an hour.”;
2. “The objects circled us twice and then took off, heading east.”;

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3. “There was another Navy plane behind us with Admiral Arthur Radford on board. The distance was about fifty miles. I had my senior pilot radio a report on the sighting.”;
4. “In almost no time Radford’s chief pilot called back, really excited. The UFOs were now circling their plane.”
5. “They’d covered the fifty miles in less than two minutes.”;
6. “In a few seconds the pilot told us they’d left the plane and raced up out of sight.” (Page 79);

The Aftermath of the Sighting:

1. “After landing, Secretary Kimball had a report radioed to the AF, since it was officially in charge of the UFO investigation. When he returned to Washington he had an aide ask the AF what action had been taken, He was informed it was against orders to discuss case analysis, even with the witnesses who made the reports.”;
2. “Secretary Kimball had a conference with Rear Admiral Calvin Bolster, Chief of the Office of Naval Research’”;
3. “He told Admiral Bolster: “I want ONR to make a full investigation of and Navy and Marine reports from now on – also try to get duplicates reports from the witnesses in unexplained earlier cases. This is to be kept separate from the Air Force project.”; (page 79)
4. “From an inside source, they learned that a Naval Aviation photographer had photographed a UFO formation.”;
5. “By Kimball’s orders, the movie film was being evaluated at the Naval Photo-Interpretation Laboratory near Washington.”;
6. “From the first analysis, it seemed certain that genuine UFOs had been photographed.”; (page 80)
7. “Contacting the head of the photo laboratory, the AF quoted the UFO jurisdiction order and told him to deliver the film immediately for Air Force analysis. When the demand was relayed to Secretary Kimball he ordered the Navy experts to

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continue analyzing the original film, send the AF only a copy." (page 81) [cccxxxviii]

Governor William Haydon Burns of Florida, (former U.S. Navy): William Haydon Burns was the 35th Governor of Florida in the last 1960's. He was a technical officer for the U.S. Navy. On April 25, 1966, he had his first UFO sighting. While in office he was on a Convair plane headed for Tallahassee. As the aircraft left Tallahassee, the passengers were Pilot Herb Bates, Duane Bradford (Tampa Tribune), Nathan Sharron (State Highway Patrol), Bill Mansfield (Miami Herald), Governor Burns and Frank Stockton. At one point during the flight, two bright yellow, crescent-shaped lights came alongside the jet and paced the plane on the starboard side at 6,000 feet over Ocala. Upon seeing this and discussing the observation with the pilot, the Governor informed the people on board, he was ordering the pilot to turn into it. As they did the UFO began a steep climb away. It was then the bureau chief of the Miami Herald who stated: "something was out there, something we all saw clearly and something that is yet to be explained." [cccxxxix]

The St. Petersburg Times reported that the strange object followed the governor's plane for 40 miles over Central Florida. Pilot Herb Bates stated it was the first UFO he had seen in 20 years of flying. The objects were traveling at the same speed as the Convair (230 miles an hour). The article mentioned Pilot Fred Scharrer was on the radio with Miami Air traffic control to ask if they had anything on the Radar. The Air Traffic control stated they did not.[cccxl]

Governor John Fife Symington III (Arizona, Former U.S. Air Force officer): John Fife Symington III was the 19th Governor of Arizona. He has admitted since his sighting, he was reluctant to come forward as people holding a career in public office were frowned upon to disclose UFO sightings. We cannot blame John, as you read about the cases in the 1940s through 1960's people were laughed at and ridiculed. Not because the people that did the laughing and taunting were mean, it was just that they were ignorant of the UFO reality.

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> **"The laughing and ridicule by ignorant people on the subject of UFOs is a direct result of the National Security protocols put in place by the Pentagon and CIA in the 1950's."** [cccxli]

Since this sighting, John has admitted to seeing the giant triangular craft over his head at Phoenix. The History Channel produced a documentary on "Secret Access UFOs on the Record". Former Governor of Arizona, Fife Symington III came to the position of disclosure after much reflection on the Phoenix Lights case. Regarding disclosure he stated: "If you are in public office and talk about these objects, you come under attack".

In his reflections after office, he concluded, that as government officials we are all in a position to admit the truth to the public, we need to understand that it okay to say: "We do not know what it was."

On Friday, November 9, 2007 – CNN released a letter from Symington the Phoenix lights case (1997) which stated:

> **"I witnessed a massive delta-shaped, craft silently navigate over Squaw Peak, a mountain range in Phoenix, Arizona. It was truly breathtaking. I was absolutely stunned because I was turning to the west looking for the distant Phoenix Lights." "To my astonishment this apparition appeared; this dramatically large, very distinctive leading edge with some enormous lights was traveling through the Arizona sky." …"As a pilot and a former Air Force Officer, I can definitively say that this craft did not resemble any human-made object I'd ever seen. And it was certainly not high-altitude flares because flares don't fly in formation."** [cccxlii]

I personally feel we should honor, Governor Symington for coming forward to tell the truth.

Former Mayor reports Disc: Around 8:30-8:45 pm on August 5, 1952 Mr. H.A.L., former Mayor of Gainsville said he spotted an unusual thing in the sky while fishing at lake some 10 miles south of

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his home. His son Jimmy L. and his brother, Jack L. also said they saw the object. He said: “I've been skeptical up to now of all these flying saucers stories, but all three of us saw it at the same time.”.

“He described the object as cylindrical in shape but comparable in size to the fuselage of a large airplane, although not so long.”[cccxliii]

The Texas, News-Telegram, article reveals shared:

1. "The three were fishing at a lake about 10 miles south of Gainsville last night, separated by about 100 yards, when individually but simultaneously they saw an object in the sky which caused them to holler to each other.”
2. “It was between 8:30 and 8:45,' the ex-mayor said. ‘I've been skeptical up to now of all these flying saucers stories, but all three of us saw it at the same time.”
3. “He described the thing as cylindrical in shape but comparable in size to the fuselage of a large airplane although not so long.”
4. "Latham says he is sure it was not an airplane or a shooting star or a reflection. It was seen to the north, moving in an arc, first slowly then extremely rapidly to the West. He estimates it was within sight of all three for about a minute." [cccxliv]

Leaders from different countries willing to share UFO information

In the beginning, through the Freedom of Information Act, we find indications that smaller countries not having a sophisticated approach to handling UFOs would ask the United States for Help.

We know that in the 1980's a giant UFO crashed in Brazil with some alien pilots. We learn Brazil wanted assistance on what to do. However, we hear, that the U.S. came in with a large plane (or planes) and special extraction teams to contain and acquire the craft.

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The United States and Russia: We know of two specific situations where the United States and Russia have worked together on the subject of UFOs.

1. President John F. Kennedy wanted to make sure the U.S. and Russia would not start World War III by misidentified UFO fleets crossing the Atlantic as Russian or US Bombers.

   On several occasions both Russia and the United States placed their nations on higher DEFCON (Defense Readiness Condition) status when large UFO fleets (some Armada's approaching 50 to 100 craft) were crossing the Atlantic towards both countries. This request was made to NASA by President Kennedy some 11 days before he was assassinated.

2. President Reagan and President Gorbachev agreed that each of our countries would unite military strength in case hostile outside forces decide to attack the world.

The United States and Britain: We know of three conversations between the United States and Great Britain on the subject of UFOs:

1. A conversation between General Eisenhower and Winston Churchill held discussions about UFOs following bombers in World War II. Winston writes Eisenhower and asks: "what is this all about?"
2. The British MOD is said to have learned from Wright Patterson Air Force base how to set up a UFO reporting channel for UFOs.
3. The 1980 UFO landing at Bentwaters: In 1980 a UFO descended into nearby woods at Rendlesham Forest outside a U.S. Military base of Bentwaters. The question came down to what country should take the lead in the

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investigation as a UFO was outside the USAF base perimeter of Bentwaters. The legal jurisdiction would be Britain, however, the responsibility fell to the U.S.

1. Over 100 men were involved with weapons searching for the UFO.
2. The UFO was found and had unusual markings on the side of the craft.
3. The UFO was filmed and a plane from Ramstein Air Force Base, Germany was brought in to collect the film and take it back to Germany.
4. The Case was classified, until the copy of the memo to the MOD was discovered and released to the public.

An excellent book, "Left at East Gate" by Larry Warren and Peter Robins is suggested reading for those wanting to know more about the Bentwaters case.

The United States and Argentina: On December 9, 1965, in a Department of Defense memo to Robert McNamara it was shared a Priest and others reported seeing laser-armed saucer spaceships in Argentina. The witnesses thought these advanced ships were frequently visiting the country and wondered if there was a base of some type. [cccxlv]

The United States and Morocco: We know of an Instance where the U.S. Embassy in Morocco contacted Secretary of State Henry Kissinger to ask for assistance with a UFO expert as they were being visited routinely by UFOs and their crews in 1976.[cccxlvi]

Government leaders who maintained secrecy

Some senators went on the record to indicate that information on UFOs was Top Secret, and that particular "behind closed door" meetings would not reveal information to the public. At the time, the

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government was still trying to think about, how to share such information, if any with the Public. The following meetings remained secret and no information would be shared with the public.

Senator Robert D. Byrd of Virginia: Senator Byrd spent most of his life as a representative in Congress. He was very influential and was responsible for many of the higher-level committees of our Nation. On May 9, 1961, Senator Byrd made the following comment: "As you know, I am a member of the Senate Armed Services Committee, and this Committee is frequently briefed on the subject matter of your communication. Access to U.F.O. files are necessarily restricted…." [cccxlvii]

William H. Ayes (Rep, R-Ohio, former U.S. Army): Representative W.H. Ayes knew a thing or two on the UFO phenomena. He wrote a civilian stating: “Congressional investigations have been held and are still being held on the problem of unidentified flying objects (UFOs). Since most of the material presented to the committees is classified, the hearings are never printed. When conclusions are reached, they will be released if possible”. [cccxlviii]

President (Senator) Lyndon B. Johnson (D-Texas): Coming into office President Johnson maintained the status quo in keeping UFOs a secret as far as informing the public.

On August 6, 1960 the Galveston Daily News shared with its readers: “the Senate Preparedness Subcommittee issued standing orders from Democratic Leader Lyndon B. Johnson to keep a “close watch” or any new developments related to unidentified flying objects.

Johnson directed the subcommittee staff to report to him any significant sightings of saucers along with the analysis of the Air Force investigation of them.”

No other details of reasons why such orders were given to officials were provided to the public. We can only speculate, it had to do with the statements made on February 28th by the former CIA director concerning implications to national defense. [cccxlix]

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Congressman Joseph E. Karth, (D-Minnesota, former U.S. Army): Congressman Karth in December 1960, writes the UFO research group NICAP and says: "As a member of the House Committee on Science and Astronautics, I of course have had contact with high Air Force officers and have an opportunity to hear their comments on and off the record on the subject of unidentified flying objects."

"Despite being confronted with seemingly unimpeachable evidence that such phenomena exist these officers give little credence to the many reports on the matter. When pressed on specific details the experts refuse to answer on the grounds that they (UFOs) are involved in the nation's security and cannot be discussed publicly. I share your interest and concern for the nation's well-being and will continue to seek a definite answer to this most important question."

The following case was prepared by the NICAP organization. The case printed in a special 1964 edition, which was presented to all members of Congress. Note the above statement is in direct opposition to the Top military (and CIA) positions held since 1947, that UFOs do not exist and do not pose any threat to the security of the United States.[cccl]

John William McCormack (Speaker of the House-Massachusetts, (former U.S. Army): John McCormack in a letter to Major Donald Keyhoe states: "Some three years ago, (1957), as chairman of the House Select Committee on Outer Space" out of which came the recently establish NASA, my Select Committee held executive sessions in the matter of "Unidentified Flying Objects". We could not get much information at that time, although it was pretty well established by some in our minds that some objects were flying around in space that was unexplainable." [ccccli]

Compartmentalization "How Secrecy is maintained today"

Today Secrecy is maintained throughout our Government on the subject of UFOs. This reality is almost a joke now that UFOs have

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been reported by nearly every country on the planet from top officials to residents of small towns.

As the citizens of the United States are now aware of the reality. The only place, UFOs may be a secret now is the United States Government itself.

> **"We are at a time in history when the people are better informed about this new phenomenon than the very Government trying to keep it a secret."**[ccclii]

It may be news to many of you that even our congressman and congresswomen we elect to our government are not well informed on the subject of UFOs. We witnessed this very event when in 2013 six former congressmen and women were asked to be witness to five days of testimonies of UFO cases from all over the world.

This event known as the Citizens hearing was one of two major Disclosure events held at the National Press Club in Washington DC to learn about UFOs.

All the congressman and women who participated served long terms and yet not one had well-informed knowledge of the subject matter. However, they all came away from the five days of talks better informed of the issue and made suggestions on how the U.S. government may be able to open up in the future on the topic.

Compartmentalization is a systematic process by which people only know a particular part of an overall project. As an example, on an assembly line one person may know how to put a headlight on an automobile while the person next to him or her, know how to connect the light to the battery.

The U.S. government in keeping UFOs a secret used the same process to keep all its Military and government employees and leaders in the dark. No one knows all the information. This process is known as compartmentalization. Despite having four major disclosure events:

1. The 1968 discussion on UFOs Congressional hearings;

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2. The 1970's United Nations discussions;
3. The 2001 Disclosure Project;
4. And the 2013 Citizens hearing;

So many of our elected leaders are clueless as to the reality of UFOs. It's about time they all get up to speed on the matter. The Government needs to release the information as John Podesta requested. The following leaders want to know about UFOs:

Congressman John E. Henderson (Ohio): On May 8, 1958 Congressman John H. Henderson (15th District-Ohio) wrote the Secretary of Defense, Hon. Neil H. McElroy about UFO incidents in Ohio. Representative Henderson asked specific questions to the Secretary of Defense after reading Captain Ruppelt's book: "The Report on Unidentified Flying Objects". The questions were as follows:

1. "Is Project Blue Book, or some similar project, still in operation to receive, investigate and evaluate UFO reports?";
2. "Have reports of UFOs continued to come in? If so, how many since 1953? How are these distributed by year and month? How many have been classified as "unknowns" by year and month?";
3. "Have any efforts been made to get more scientific data on UFOs that are provided by visual sightings by ground or air observers, or by visual observance or radar equipment? For example, have any films been made or radar screens when a UFO is picked up?";
4. "Have any efforts been made accurately to track and triangulate UFOs to give more accurate information on speed, size, and altitude? Have any tests been conducted to ascertain whether there is any connection between background radiation and the presence of a UFO? Have spectrometers been used to try to analyze the light emitted by UFOs?";

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5. “Have films been taken of UFOs? In addition to knowing if any of the above or similar efforts have been made, I should appreciate knowing if any of the above or similar experiments have been planned?”;
6. “Could you furnish me reports on say ten of the best sightings in the last five years, which have been classified as “unknowns?”;
7. “Has any regular procedure been established to exchange UFO information with our allies? Have any of our allies issued official reports on UFOs?”

A Teletype message in the Blue Book files from Headquarters Washington DC to COMATIC Wright Patterson Air Force Base states: “Forthcoming UFO Briefing of Congressman J.E. Henderson, for which AFCIN-4E4 has prepared material, SAFLL has requested the attendance of an AFCON Technical Consultant to answer questions that may arise, particularly concerning the typical unknown cases. The briefing is scheduled for June 16. It will be informal, not in the nature of a congressional hearing or investigation.” [ccciii]

Though we do not know how Secretary McElroy responded, this request prompted memos from the Air Force headquarters to the ATIC at Wright Patterson (OH) to react on specific materials. We do not have a copy of the report that was hand delivered. In conclusion, unless Representative Henderson received valuable information that was classified, there is a good chance when reading some correspondence between ATIC and OSI (Air Force) he received little if nothing.

Representative William M. McCulloch (Ohio): In 1959 several Ohio members of Congress came forward to discuss the American public need to hear the truth on flying saucers. Representative William M. McCulloch (OH) stated: "I believe it is time that the citizens of our country be advised if what is happening in this field if such information is proper it would not in any way endanger the security of our country."

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Another Congressman from Ohio, not yet allowed his name to be printed stated: “Although I do not know, there does seem to be a strong probability that there is some form of flying object.

However; since all information here is classified and even a Member of Congress cannot secure access to whatever information there is, I am not in a position to make a statement about this subject”.

Senator Barry Goldwater (Arizona) a former jet flying brigadier general in the AF reserve has publicly stated his opinion that: “flying saucers are real and has said that the AF “clams up” when asked about reports.” [ccccliv]

Representative Thomas Ludlow Ashley (Ohio): In 1959 Thomas L. Ashley (former U.S. Army) and Representative from Ohio stated: “I share your concern over the secrecy that continues to shroud our intelligence activities on this subject, and I am in complete agreement with you that our greatest national need at this time is the dissemination of accurate information upon which responsible public opinion can be formulated”. [ccclv]

Representative Richard H. Poff (R-VA): December 31, 1962 Congressman Richard H. Poff (former U.S. Army) gave some encouragement as the year ended: "I am not satisfied that the Air Force has disclosed all the information which it has assembled, and I am hopeful that the Armed Forces Committee (of which I am not a member) will see fit to conduct an appropriate investigation." [ccclvi]

Conclusion Chapter 5

I agree on some level National Security needs to be maintained about certain aspects of UFOs. However, I believe it’s in the World’s best interest that all countries and their people understand we are being visited and have been for a very long time. Scientists studying the historical evidence believe this planet was most likely visited many years before humans came to into existence.

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Current estimates for their arrival to this planet is between 150,000 to 1,000,000 years ago.

As we close out this chapter, we ask ourselves, why would the country want to hide the older case files in top-secret folders? Especially when the rest of the World is talking about the phenomenon.

1. “We know we have lost pilots in pursuit of UFOs”;
2. “We know some planes have had collisions with UFOs”;
3. “We know we cannot stop them in our airspace”;
4. “We know some are friendly and some are hostile.”

So, there must be something else we are not being told. I have to assume it's for our best interest. Do you?

Again, if you want to read some historical articles or cases before the 1900s, I would recommend: "Wonders in the Sky," by Jacques Vallee. If you also want to read more about Presidents and UFOs I would point you to Grant Cameron’s website: “Presidentialufo.com.

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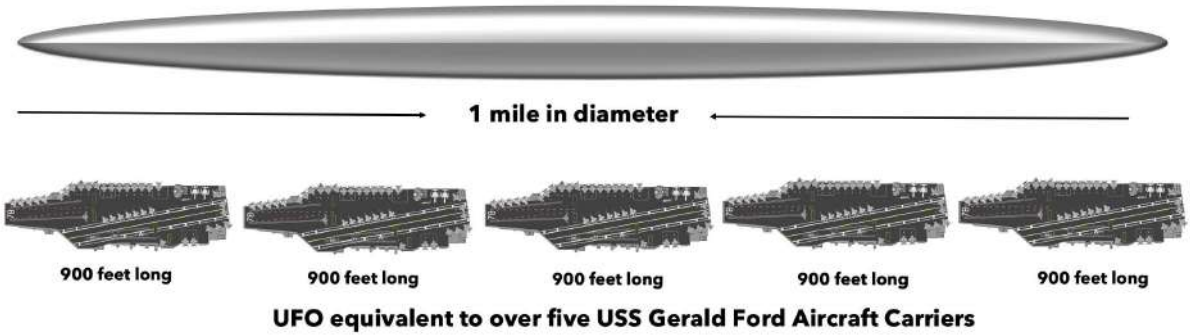
Chapter 6: Alien Motherships and the scout ships



UFO equivalent to over five USS Gerald Ford Aircraft Carriers

Motherships are massive UFO / UAP transport vessels. Their structure, size, and shapes are entirely different depending on their purpose. We know through witness testimony we have several types:

The upper atmosphere motherships:

These ships are rarely seen in the upper atmosphere because of their size and the height in which they remain. Witnesses state these ships are anywhere from an aircraft carrier (1,000 feet) to two or three aircraft carriers (3,000 feet).

Even more staggering, some UFO researchers have found early NASA photographs at the Japan Aerospace Exploration Agency (JAXA) archives revealing spaceships over two miles in length. The mammoth-sized ships are staggering when the world's largest commercial airplane, the Airbus A380, is 238 feet long.

We can only surmise these mammoth ships' purpose is for deep space travel or carrying the lower atmosphere ships and scout vessels to earth from deep space.

The lower atmosphere motherships:

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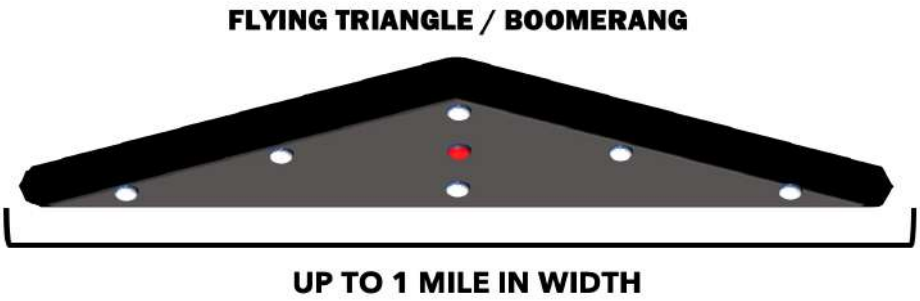

The lower atmosphere motherships are several hundred feet long and can range up to one mile or more in diameter. They are usually boomerang-shaped (large V) vehicles.

Americans have seen these vessels in skies over Phoenix during the Phoenix lights incident in 1997. However, these same large vessels were also spotted by thousands over the Hudson Valley (New York, Connecticut) from 1984 through 1989. All these sightings are documented in official UFO / UAP incident reports.

Regardless of shape (e.g., disc, cigar, boomerang), the mothership is built with some of the features of a modern-day aircraft carrier. Our US Naval carriers deploy personnel and equipment (Jets, bombers, helicopters, etc.) wherever needed worldwide.

The mission of the UFO / UAP mothership is believed to be entirely different than our ocean vessels. In that, while the US Aircraft carrier is for offense and defense of the nation's seas, the extraterrestrial motherships are for exploration (e.g., reconnaissance) of planets.

Rather than a Jet rolling down the runway to patrol, defend or attack a target, mother ships dispatch smaller scout ships to conduct surveillance of the visited planets.

Witnesses have seen these ships, over 200 feet long, land at Oil fields in Kuwait in the 1980s to monitor oil production.

The purpose of these ships to transport visitors to their intended targets for monitoring.

The scout vessels:

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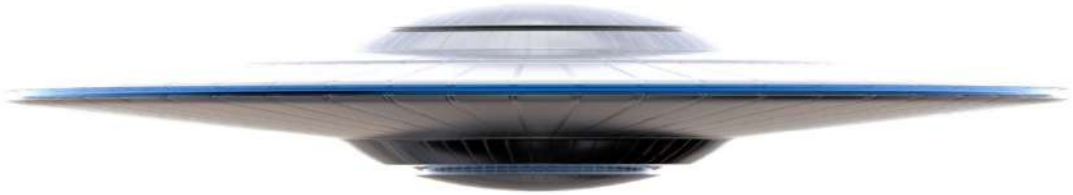

The scout vessels are the smaller alien ships anywhere from 14 to 80 feet in diameter or length. These ships are usually shaped like discs, cigars, swing backed wing (V-shaped), box (rectangular), egg-shaped, or bullet-shaped (fuselage).

Their purpose is to transport a less number of visitors to their intended targets for monitoring. The files reveal the usually intended targets are highly sensitive military installations – military bases, missile/rocket launch sites, bomb test sites, etc. In addition, to military sites, they have been spotted at airports, hospitals, schools, etc.

The monitoring devices:

We now have on record (photographs, film, testimonials, etc.) that monitoring devices are sphere or smaller egg-shaped flying machines. These smaller vessels are usually unoccupied reconnaissance craft and have been seen all over the earth at industrial plants, near our neighborhoods, at military bases, sports arenas, etc.

In this chapter, we will discuss motherships and the smaller craft.

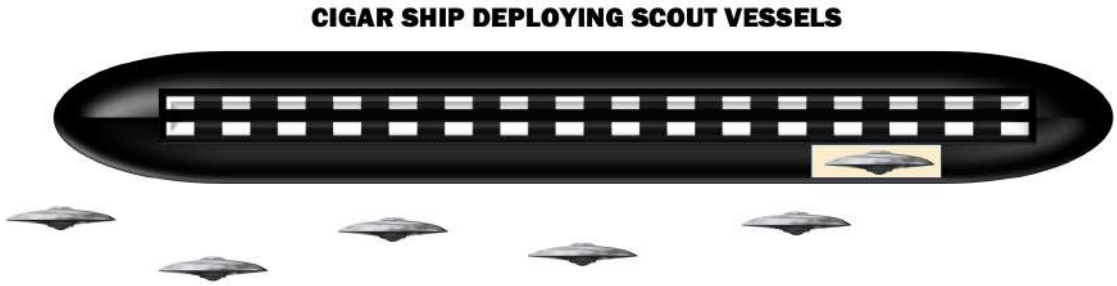

Figure 7 - Cigar Ship and Discs[1]

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Air Material Command at Davis Monthan reports Mothership and discs over Arizona: On July 6, 1947, around 5:00 pm a retired lawyer and his wife witnessed three white objects in the sky over Arizona. The Tucson Daily Citizen shared:

1. “Two of the smaller white objects gravitated back towards a larger white object.”;
2. “The larger of the three appeared to stay on a straight course.”;
3. “The smaller ones moved up and down and moved in and out from the Larger one.”;
4. They had a "silvery," color "much the same effect as the sun would reflect from aluminum."

In addition to the above sighting, earlier that day around 10:00 am Mr. “W.D.M.” who worked for air material command at Davis Monthan reported seeing flying discs. His recollection was: "I saw it about 10:00 am as if made of metal. But looked more like snow, it seemed to be stationary, but wobbled like a kite, then began moving in a northerly direction until it disappeared." I can't make any guess as to the height of it, or the speed, as that would be impossible without knowing the size of the object."[cccLvii]

6,000 witnesses confirm Mothership and discs:

Several people in the UFO community have researched this next case. As such, I will highlight some of the critical events that took place at Norwood. One can read additional details on this case at NICAP.org.

On August 19, 1949, several thousand witnesses observed a massive Mothership and smaller objects over a Church in Norwood, Hamilton County, Ohio. The U.S. Air Force Files and Fate Magazine point out:

“In the city of Cleveland, Ohio, there were possibly six or seven individual sightings over a four-month period. Four to five of these events happened near or above the grounds of St. Peter and

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Paul church. Reverend Gregory Miller of Norwood found himself, along with 6,000 other town's people, witnessing the aerial displays of a descending disc on five separate occasions from August through December 1949."

"During one of the events, smaller disks emerged from a larger platform. This portion of the encounter is on film. The Pastor had purchased (from army surplus) an 8 million-candlepower searchlight for the upcoming fair at the church. It was during the use of this searchlight that a big ship appeared to be descending over the festivities."

"People attending the fair looked up and noticed the beam was illuminating the larger object. It was at this point Sgt. Berger's sweeping searchlight suddenly flashed across a stationary circular object; Reverend Miller was called to observe."[ccclviii]

Dr. Leonard H. Stringfield (Psychologist) in his book "Situation Red, The UFO Siege," researched this case. The following information represents a few notes from his work:

"The Reverend Gregory Miller shared a movie taken of the objects with Leonard Stringfield. The film made on October 23rd, taken on a Hugo-Meyer camera with telephoto lens. According to Dr. Stringfield, the UFO was spheroidal in shape. Reverend Miller commented, to the naked eye, ten other objects came out of the more massive object but were hard to see on film as the objects had a lighter brightness. He also stated Sergeant Leo Davidson also took ten still photographs of the Mothership with its ten smaller deployed craft. Time-Life received the best two photographs for publication."

"The article was never written, and the pictures never returned. Dr. Stringfield mentioned a businessman observed the objects through a telescope. The witness shared that the smaller objects were triangular."

"Furthermore, when Dr. Stringfield interviewed the managing editor of the Cincinnati Post, he was told the strong light bounced off a definite object, and the little objects appeared as "fluttering pieces of paper.""

"Other witnesses stated the object was stable and had ribbing. Military aircraft were dispatched but did not come close to the object.

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In one case, military analysts calculated that the UFO might have been ten miles in altitude and 10,000 feet in diameter. Finally, another witness noted an army jeep arriving on the 23rd, with one occupant (a four-star general) ordered that the "searchlight be turned off."" [ccclix]

Of importance is the fact that a film exists of these objects over Norwood. The CRIFO newsletter highlights: "Rev. Gregory Miller, Norwood, Ohio, in the presence of other witnesses, with the help of Norwood police officer, obtained 16 mm black and white movies of a large disc hovering in a searchlight beam. The disc emitted "two distinct groups of triangular-shaped objects." [ccclx]

Stringfield points out: 1) “This UFO event was one of a series of well-witnessed sightings logged by Army searchlight operator, Sgt. Donald R. Berger.”; 2) “Three 25-foot rolls of movie film were exposed, using a Hugo Meyer F-19-3 camera with a telephoto lens; also several still photographs with a Speed-Graphic and 14-inch Wallensach telephoto lens, the best of which were submitted to Time-Life and reportedly never returned.” [ccclxi]

Further to the information above, Dr. Stringfield in his book "Situation Red," states he was able to meet with Father Miller to discuss the case.

1. According to the facts Sergeant Leo Davidson took three rolls of film holding twenty-five feet each. The smaller craft can be seen leaving the more massive ship. The managing editor of the Cincinnati Enquirer was present when he witnessed the searchlight beam bounce off the large hovering object. Father Cletus Miller said the smaller objects, were shaped like, "the apex of Indian arrowheads".
2. Unknown to most individuals, Air Force planes were dispatched to intercept the massive craft but were unable to reach it in time. When the film was analyzed one calculation stood out; the object was said to be 10,000 feet in diameter. The former Mayor of Norwood in 1954 stated the UFO "had ridges or ribbing."

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As I studied this case, I searched for the two pictures given to Time Life magazine. I was unable to find the images and wondered to myself if somehow, the film is classified. It is important to note, this event (Norwood 1949) occurred two years after the Roswell Crash event in New Mexico. It was also three years before the famous 1952 flyovers of Washington, D.C. Questions I had on this case:

1. The Ship: Why would such a ship appear over Ohio? Like was the larger vessel attracted to the searchlight at Norwood?
2. Dispatching Smaller Ships: Why did the mothership need to send so many smaller crafts? Were these smaller craft used to get a better view of who we are and what we do?
3. Revealing themselves to Humans: Why would a UFO mothership and smaller craft expose themselves to such a large audience? Was this a message to man announcing they are here and looking at us?
4. National Security: Why would a four-star General order the searchlight shut off as the object hovered over many witnesses? Was his order a direct result of National Security concerns and therefore try to hide the UFOs from onlookers?[ccclxii]

Norwood Continued Army Sergeant confirms UFO

This next case is a continuation of UFO sightings over St. Paul / St. Peter church at Norwood, Ohio. The article is in the research works of Loren E. Gross. On March 9, 1950, eleven witnesses reported a vast UFO at the St. Paul / St. Peter church at Norwood, Ohio. According to the article around 8:00 pm, a giant UFO was seen hanging motionless in the sky Illuminated by a searchlight used by the church.[ccclxiii]

An article in a Cincinnati paper discussed the sightings over Norwood on Thursday evening (March 9). According to the report,

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Sgt. Berger observed the "saucer – or whatever it was- shot out two bright spots of light and lurched out of the searchlight's beam".

The article pointed out, “A plane, which the sergeant identifies as a jet job, played around the searchlight beam for some time Thursday night. If it was a jet, it must have been an Army vehicle- although the armed forces insist repeatedly they have no interest in saucer reports”.[ccclxiv]

The very next evening at 7:00 pm on March 10, 1950, the searchlight picked up the UFO again. This time Sgt. Berger, Father Miller (Catholic Priest), MR. R. Wyers, Mr. William Winkler, and an Air Force Captain by the name of Wilks were present.

Once the object became illuminated by the searchlight, Stringfield points out the Disc like object began to rise "to a higher altitude to escape the beam's reach."

Stringfield then reports, “after a half an hour, the UFO returned to altitude where it was easily visible. The UFO lingered for so long people got tired of staring and went to bed.”[ccclxv]

Mothership and small discs at Texas Refinery:

On September 5, 1952, several Gulf refinery employees reported UFOs over Port Arthur, Texas. According to the Port Arthur News the men reported seeing a mother ship release three separate UFOs. Mr. R. T. and several companions said the objects were flying east to west in a perfect formation. The principal witness described the objects as:

1. “saucers - round and looked like aluminum discs”;
2. “glistening in the sun.”;
3. “quite high, and that far away looked about the size of a No.3 washtub”;
4. “one of the 'saucers' darted upward, 'and disappeared into the sky in just a few seconds.”

R.T. shared: “It was then the disks promptly followed.” [ccclxvi]

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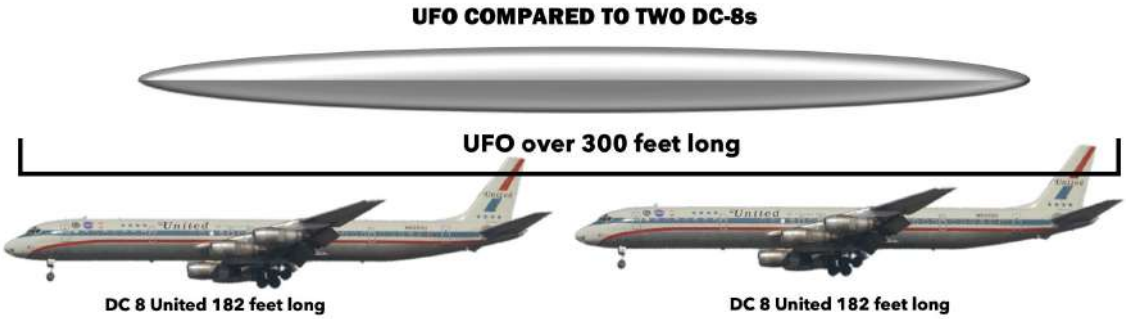
The U.S. Navy tracks massive Motherships over Washington, D.C.



This next case comes to us from Donald Keyhoe (former USMC). In his book: "Aliens from Space," Keyhoe describes how Radar and Pilots confirm massive spaceships parked over the Nation's capital in 1954.

Keyhoe informs us that on May 5, 1954, radarscopes at National Airport (now Reagan Airport) tracked two huge objects at high altitude over Washington, D.C.

The next day, May 6th, the U.S. Navy radar units followed an enormous machine at 90,000 feet above the capital.

Then on June 12, American Defense Command (ADC) dispatched interceptors to engage a second giant ship hovering at 79,000 feet. Keyhoe shared that when the pilots returned one commented: "It was a nightmare, seeing that giant ship." [ccclxvii]

300 people in France watch Mother Ship and Discs:

This next story comes to us from Aime Michel's Book and Herbert S Taylor. September 14, 1954, 300 witnesses in Vendee, France observe a Mother Ship and Discs. Herbert S. Taylor writes the following article. It describes an aerial event that was shared in Aime Michel's book on the French wave "Flying Saucers and the Straight-Line Mystery" (1958). [ccclxviii]

The following material updated by Dr. J Allen Hynek. At 5:00 pm, Priests, farmers and school children witnessed a luminous blue violet mist, and a cigar or a carrot-shaped object emerging from the thick layer of clouds.

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They stated: "The object came out of the cloud layer in an almost horizontal position, slightly tilted toward the ground and pointing forward, like a submerging submarine." According to the observers, "this luminous cloud appeared rigid. Whenever it moved, its movements had no connection with the movement of the clouds, and it moved all of a piece as if it were some gigantic machine surrounded by mists."

They continued: “It came down rather fast from the ceiling of clouds to an altitude which we thought was perhaps a half mile above us. Then it stopped, and the point rose quickly until the object was in a vertical position, where it became motionless.”

“During this time the dark clouds (in the sky from the coming storm) when on scudding across the sky, dimly lighted from underneath by the violet luminosity of the object. It was an extraordinary sight, and we watched intently. All over the countryside other farmers had also dropped their tools and were staring at the sky like us.”

The observers reported: "After the smoke, the trail had vanished entirely, could we see the object that was sowing it – a little metallic disk, reflecting in its rapid movements flashed of light from the huge vertical object. The little disk then stopped turning around the luminous cloud and went down toward the ground again, this time moving away.

For quite a few minutes we could see it flying low over the valley, darting here and there at great speed, sometimes speeding up, then stopping for a few seconds, then going again, flying in every direction between the villages that were four miles apart.

Finally, when it was almost a mile from the vertical object, it made a final dash toward it at headlong speed and disappeared like a shooting star into the lower part where it had first come out. Perhaps a minute later the carrot leaned over as it began to move, accelerate and disappeared into the clouds in the distance. The whole thing lasted about half an hour.” Other witnesses shared the same story. [ccclxix]

A mothership and discs pace British Airliner:

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On June 30, 1954, around 0105 GMT, Captain James Howard of British Overseas Airways Corp, and his crew were bound for New York when they ran into a fleet of unidentified flying discs near Goose Bay, Labrador.

The fleet of unidentified discs appeared off the plane's port side bow at five miles, traveling at the same speed and the same altitude, approximately 19,000 feet. According to the BOAC first officers, Goose approach radioed them to announce; "no planes were in the area."

All witnesses on board the BOAC plane said the fleet of discs was in the company of a massive UFO, which continually changed its shape. The Officer said: "The shape of the large one continually changed, but its position relative to us did not, it was always about 90 degrees to port. This distance from us appeared not less than five miles, possible very much more." Good Bay approach radioed the proper channels to have a fighter pursuit plane dispatched. An American fighter was dispatched to intercept the intruders, but by the time the plane arrived the fleet of discs had already departed.[ccclxx]

100-foot-long Mothership and discs at Cressy, Tasmania:

On October 4, 1960, a 100-foot long Cylindrical Object and several smaller discs were over Cressy, Tasmania. The mammoth cigar shaped ship was considered the carrier (Mothership) for, the discs. Researcher and Physicist Dr. James E. McDonald reviewed this case.

The Reverend Lionel Browning (Church of England Minister) and his wife observed a long, dull grayish cigar-shaped object emerge from a rainstorm from their home in Cressy, Tasmania around 6:10 pm. The Reverend estimated the length to be approximately one hundred feet. This object joined with five or six small saucer-like objects. Eyewitnesses used phrases like: "It was a fantastic sight like a lot of little ships flocking around a bigger one."

Dr. James E. McDonald interviewed the Reverend in 1967. The RAAF tried to dismiss the sighting as an "Astronomical" event. Of

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interest in a NICAP report, Reverend Browning stated he: "had kept silent until other witnesses in the area reported seeing unknown flying objects."

Looking through the rectory window, the Reverend spotted the Cigar ship. There were four vertical bands of lines down the structure. The UFO was traveling at an estimated speed of 60 to 70 miles an hour while the smaller ships were estimated to be flying at around 500 miles per hour. The more massive object appeared to have at its end a jutted-out section, which looked like it had a small propeller.

The object stopped over the Panshanger Estate three miles away from the observers. It was then five or six smaller objects appeared in front of the massive UFO. The smaller UFOs operated at a much higher speed and looked like "skipped stones on the water."

The smaller objects then placed themselves around the larger object and continued. The large object then entered the thunderstorm clouds and appeared to be heading for the western junction.

He further stated he estimated the size to be at least 100 feet long at no higher than 400 feet in altitude. The size of the craft was estimated based on his knowledge of the size of the Viscount aircraft Reverend Browning would frequently see in the area. [cccLxxi]

The RAF using USAF reasons for the event were evident. No astronomical phenomenon could account for a 100-foot long hovering object spewing out several smaller ships and continue flying slowly towards a thunderhead. The fact these smaller ships surrounded the more massive UFO almost connotes a form of "protection" or "observance and obedience."

UFOs emerge from Larger object:

On September 30, 1961, civilian and military personnel reported a group of objects high over Indian Springs & Las Vegas, Nevada. The 865th AC&W radar operations group triangulated the location of UFOs and found the objects were at 98 miles in altitude and 45 miles southeast of Nellis Air Force Base. Indian Springs picked up the first object with a Theodolite.

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The observer reported the UFO was as white or metallic in color with a silver shine. It was then, said four smaller objects emerged from the more massive UFO. The more modest UFOs appeared to dispatch at a breakneck speed. The Air Force concluded that the sighting was “possibly astronomical” with an emphasis on Venus, then mentioned as the object was spotted on radar, it must have been a balloon.[cccLxxii] Here we have another erroneously labeled conclusion. The facts are:

1. Venus is 162 million miles from earth. Though our radar in 1961 was good, a discrepancy arose in this case. The UFO was at 98 miles above earth while Venus is at 162 million miles from our planet. The distance seems too great for the radar set to pick up Venus. As such, Venus needs to be ruled out.
2. A theodolite is used to visualize balloon on their flight path. The observer stated the primary object was white or metallic in color. Furthermore, it then dispatched four fast moving objects. These facts would rule of balloons and a meteoroidal event.

Therefore, we need to ask: What did these men track?

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Chapter 7: UFOs / UAPs are Interplanetary Alien Spaceships

Ever since man first laid eyes on UFOs / UAPs, we have wondered where they come from and how they could be so advanced. From the 1970s through the 1990s, several theories emerged in the UFO research community on these space vehicles' origin. Some seemed plausible, and others outright bizarre. Here is a list of these theories:

Theory No 1 (Built by Humans): The Germans built UFOs: In the 1940s and 1950s, the US officials debunked the hypothesis that these vehicles were constructed by former German scientists working in the post-WWII Russia. Some people believed Hitler had finally achieved a new "Wunderwaffe" or wonder weapon as we would call it, just before the war ended. Though Germany created the King Tiger tank and the first advance jets, we have no proof they made an antigravity propulsion drive. It was revealed Germany experimented with disc-shaped vehicles that were powered by several rotating jet engines, not antigravity drives.

Theory No 2 (Interdimensional Beings): UFOs and their pilots come from other dimensions: Some people have suggested these visitors are humans coming from our future looking back to see what can be changed to avoid nuclear wars or some other disaster (pandemics) that has impacted future generations.

In other cases, people believe these visitors come from a parallel world, similar to our own. Other theorists believe these space visitors come to earth to wean us off Nuclear explosion tests and Nuclear power plants that have affected their world in some manner.

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Theory No 3 (The Devil and his minions): Some religious groups believe the vehicles and pilots are from Hell: That is, the religious zealots believe these visitors are demons from hell and need space vehicles to get in and out of the atmosphere.

Being a Christian (myself), I could never understand the theory that the devil would need to equip his demons with flying ships. One would think if these piloted crafts were from the devil, we would not have been able to shoot them down as they are supposedly "immortal beings."

Indeed, the cadavers recovered at Roswell and other crash sites were never considered demons or immortal beings, but humanoids from advanced civilizations.

Theory No 4 (Interplanetary travelers): The most widely accepted theory today is that UFOs / UAPs are interplanetary space vehicles. That is, UFOs / UAPs are massive space vehicles that travel vast distances in a short amount of time.

Man has theorized it is possible to, traveling faster than light by folding space and time. Though we have not yet developed the technology at our stage in evolution, it is thought an advanced culture has achieved this goal. If these visitors developed antigravity drive propulsion, they could also figure a way to fold time and space.

This chapter focuses on the theory that these space ships are Interplanetary craft. Extraterrestrial beings operate some of these crafts, and some of the smaller ones are under remote control launched from massive spaceships parked high in the atmosphere. Their purpose is to study man and earth.

Officials on the record

“After much research, these objects are concluded as being real”: General Nathan Twining to General George F. Schulgen: On September 23, 1947, General Nathan F. Twining informed Brig. General George F. Schulgen that the discs are some type of vehicle. At the time of this memo, Brig. General George F. Schulgen was the Chief of the Requirements Intelligence Branch of Army Air Corps

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Intelligence. General Twining states that: "after studies and conferences on "flying discs" by the various lab and engineering divisions at Wright Field, Dayton (Ohio) that these objects are concluded as being "real." The General Nation F. Twining letter contained the following facts:

1. The phenomenon is something real and not visionary or fictitious.
2. There are objects probably approximating the shape of a disc, of such appreciable size as to appear to be as large as man-made aircraft.
3. There is a possibility that some of the incidents may be caused by natural phenomena, such as meteors.
4. The reported operating characteristics such as extreme rates of climb, maneuverability (particularly in roll), and motion which must be considered evasive when sighted or contacted by friendly aircraft and radar, lend belief to the possibility that some of the objects are controlled either manually, automatically or remotely. [ccclxxiii]

The objects are described as having:

1. Metallic or light reflecting surface;
2. Absence of trail, except in a few instances where the object was operating under high-performance conditions;
3. Circular or elliptical, flat on the bottom and domed on top;
4. Several reports of well-kept formation flights varying from three to nine objects;
5. Usually no associated sound, except in three instances a substantial rumbling roar was noted;
6. Level flight speeds generally above 300 knots are estimated. [ccclxxiv]

“Roswell happened”; General Thomas Dubose: General T. Dubose on his death bed affirmed the "balloon" was cover-up story.

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At the time of the Roswell crash, General Thomas Dubose was a colonel and General Ramey's chief of staff. The 1991 deathbed confession revealed both he and General Ramey visited Roswell at the time of the 1947 UFO crash. General Dubose confirmed he assisted in getting the materials from the crash site to Wright Patterson Air Force Base in a B-26.

General Benjamin Chidlaw would be on the other end to obtain the crash saucer debris at Wright Patterson Air Force Base. In his closing statements, General Dubois confirms the debris was sent to Ohio, and the "balloon" was a cover-up. The signed deathbed confession dated 9/16/1991, states:

> **“The entire operation was conducted under the strictest secrecy….The material shown in the photographs taken in Maj. Gen. Ramey's office was a weather balloon. The weather balloon explanation for the material was a cover story to divert the attention of the press.”**[ccclxxv]

“I saw three saucers in the Hanger at Wright Patterson Air Force Base”

Former Air Force officer with John Chace Interview

I had the privilege of knowing several officers in the Air Force as a result of my father's carrier. In one case I was introduced to a retired officer who shared with me he witnessed three saucers in a Hanger at Wright Patterson Air Force Base in 1948. When I asked him if he signed a non-disclosure agreement, he said "yes," then added: "What are they going to do to me at my age"?[ccclxxvi]

Officials on the record about their propulsion

"It is non-air breathing aircraft”; General Nathan Twinging to President-Elect Eisenhower: General Eisenhower received his IPU report on September 19, 1947.

The report entitled: "Report on the recovered lenticular Aerodyne Objects" was disseminated to top U.S. officials including Dr. J. Robert Oppenheimer, Dr. James H. Doolittle, and Professor

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Albert Einstein. The lead-in of the report suggested the information be kept from the public for several reasons. These reasons are:

1. Public Trust of the political institutions may be eroded and possibly be held in disrepute;
2. A complete revisioning may take place among institutions of higher learning, thus calling into question the certainty of scientific knowledge;
3. The ability of the Armed Forces to secure National Security would be put in jeopardy and possibly lead to undue public fear and disorder;
4. The next line was [Blanked out for Security Reasons];
5. History and religion in the political context would probably suffer the most damage causing unprecedented upheaval in social and psychological well-being;
6. Political repercussions may occur in our diplomatic efforts of containing the Communist threat to our democratic interests;
7. If such an announcement we made by the current Administration, it could be perceived by the opposing party as a trick, laying open to accusations of unethical posturing and manipulation of the public's mind.[cccLxxvii]

Extraterrestrial in Nature: The following represents some statements by the various experts.

1. All available evidence collected from exhibits under study by AMC, AFSWP, NEPA, AEC, ONR, NACA, JEDB, RAND, USAAF SAG and MIT deem the craft extraterrestrial in nature. This is the consensus from the crash of 1941. (Note: it is believed this crash is about the Cape Girardeau, Missouri crash of 1941);
2. Site LZ 1 is a "non-air breathing" aircraft of unknown origin. Some members of the group expressed the ULAT 1 may be the product of an advanced culture from another planet that

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is much older than ours and has utilized the science and intellect for interplanetary space travel;

3. The absence of provisions, berthing compartments and storage areas, suggest the notion that this craft may be a short-range reconnaissance platform;
4. The lack of additional clothing and equipment reinforces the belief that the occupants were engaged in a purely exploratory flight.

"Flying Saucers are not enemy missiles, "General James W. McCauley: It was on July 31, 1952, during a speech given in Montpelier, Vermont; "Brigadier General James W. McCauley shared his views on issues about the defense of our nation and the ground observer corps program.

He addressed press representatives, State Police officers, and Air Corps officers, in the Vermont Senate Chamber.

Regarding UFOs he shared: “the U.S. Air Force is certain that 'flying saucers' are not enemy missiles and…we don’t know exactly what they are.” He added we know: “they aren’t strange weapons from strange lands or foreign countries.”[cccIxxviii]

Officials confirming UFOs are interplanetary

Some declassified documents admit UFO’s are real and that our Government officials communicated routinely on the subject matter. An early document reviewed by experts at the request of Dr. Robert Wood suggest the following are real.

General Eisenhower orders the Interplanetary Phenomenon Unit to New Mexico: In the 1940’s, the U.S. Army established a group of specialists, called the Interplanetary Phenomenon Unit (IPU). Though there is not much information on this "topic secret" unit, researchers believe the Pentagon established it for the gathering of information and material obtained from UFO crash retrievals.

From military records, we find that on July 4, 1947, General Eisenhower ordered the counterintelligence team (IPU) to Condron

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Army Air Field, New Mexico to meet with G2 (U.S. Army Intelligence) Staff. The purpose of its mission was to find out what information or evidence on UFOs exists within the United States.

The orders stated the IPU team would leave from Andrews Field, Maryland and arrive at Condron Field, (White Sands) New Mexico. Those team members comprising the IPU team would be an Officer in Charge, an aeronautical engineer, a scientist, a security officer and a medical doctor. They were then told, once their investigation was completed, the team would depart from Alamogordo and proceed to Andrews Field, Maryland. A report on the IPU investigative findings on UFOs was to be prepared by July 28th. [ccclxxix]

General Twining ordered to visit New Mexico (by General Eisenhower and President Truman): General Nathan Farragut Twining was a United States Air Force general. On July 8, 1947, General Eisenhower ordered General Twining to White Sands Proving ground to appraise the unidentified objects kept there. A team of experts would be assembled including technicians, scientists, and others.

General Eisenhower stated that General Twining would deal with the military, political and psychological evaluation of the military officials in the area.

General Twining was then ordered to the Sandia AEC facility to make an appraisal of the situation there and the reaction by the Los Alamos people involved.

The distribution of this memo was as follows: Chief of Staff to the Commander in Chief of the Armed Forces, Military Aide to the President, Director; Officer for Emergency Management; Director of Central Intelligence Group; Director of Intelligence, USA; Director of Intelligence, USAAF; Director, Office of Naval Intelligence; Director, Joint Intelligence Objectives Agency; Joint Intelligence Committee and the Director, Armed Force Special Weapons Project.

A similar letter was signed one day later on July 9, 1947, by President Harry S. Truman ordering Twining to do the same.

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Following this visit, Twining wrote an investigation report of the Flying Discs on July 16, 1947.[ccclxxx]

"The veracity of this incident was proven by a deathbed confession of a former Army / CIA operative that accompanied the team." This person was interviewed by Historian Richard Dolan and publicly displayed at the Citizens Hearing in Washington in 2013. The informant shared that if Area S-4 refused to provide Eisenhower on what was being stored on site that he would order the 1st Army to take possession of the base. According to the confession, the team was given access to the vehicle and surviving occupant of the crashed ship.

IPU reports on crash at Roswell, CIA Director had the information.": On July 22, 1947, an Interplanetary Phenomenon Unit report provided the following information:

1. On July 3, 1947 radar stations in Texas and White Sands, New Mexico tracked two unidentified aircraft until both dropped off the radar.
2. Two crash sites were located near the White Sands Proving Ground. Site LZ-1 was found, at a ranch near Corona (75 miles north of Roswell). Site LZ-2 was established, 20 miles southeast of Socorro.
3. Personnel was more interested in the LZ-2 site as it contained the majority of structural detail of the crafts airframe, propulsion and navigation technology. The recovery of five bodies in a damaged escape cylinder precluded an investigation at LZ-1.
4. LZ-2 personnel assessed the finds as not belonging to any aircraft, rocket, weapons, or balloon test that are usually conducted from surrounding bases. It became apparent to all concerned that what had crashed in the desert was something out of this world.
5. The signal Corp at Fort Monmouth, NJ were tracking these objects on and off since June 29. SCEL antennas had

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locked onto a flight of three objects on 3 July and lost them around 2330 MST. On July 4 a V-2 rocket test was scheduled and SCEL station “A” was able to track the objects. It was learned at least six radar stations in east Texas and radar stations at Alamogordo AAF and Kirtland had also picked up these objects on the 4th.

6. Triangulation and topographical maps helped the search parties locate the site.
7. A special radiobiological team accompanied by D=SED and security detail from Sandia Base under orders of Colonel Hasbrouck from the Armed Forces Special Weapons Project secured the site.
8. Scientists Dr. J. Robert Oppenheimer, Dr. Wernher Von Braun and several others went to LZ-2.
9. The team learner several bodies were taken to the hospital at Roswell AAF and others to [either] Los Alamos, Wright Field, Patterson AAF and Randolph Field for security reasons. The dispersion was on the orders of General Thomas Handy (4th Army headquarters).
10. Remains of the power plant were taken to Alamogordo AAF and Kirtland AAF. Structural debris and assorted contents went to AMC, Wright Field. Other remains were transported to WSPG to the storage facilities of the NRL.
11. It was stated Lt. General Nathan Twining arrived at Alamogordo AAF for a secret meeting on July 7. He visited Kirtland AAF on July 8th and SPG on July 9th to inspect the pieces of the craft being stored there. On July 10 he inspected Alamogordo and returned to Wright Field.
12. The letter also suggested General Eisenhower will see a showing of the recoveries in August (1947).
13. President Truman was given a limited briefing, July 10th 1947 by General Hoyt Vandenberg. [Pentagon]
14. The FBI was denied a request to see the stored craft at Los Alamos under orders of Lt. General Collins.
15. Several MPs suffered nervous breakdowns resulting in one suicide. In addition, several technicians from Sandia

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experienced some form of contamination resulting in 3 deaths.

16. It was further stated that Secretary of State Marshall and Representative John F. Kennedy (D-Massachusetts) might have learned of this information from other sources.[cccIxxxi]

"Saucers are Interplanetary,"; Wright Patterson Air Force Base (Unknown Authority): In January 1949, the following statement was published in several newspapers and books around the world. "A rocket authority stationed at Wright Field has told "Project Saucer" personnel flatly that the saucers are interplanetary and that no other conclusion is possible." [cccIxxxii]

"These unknown objects are of extraterrestrial origin,"; MacDill Air Force Base to Strategic Air Command: In 1952 an evaluation of "flying saucers" was sent to Strategic Air Command Headquarters from MacDill Air Force Base. NICAP received the lead from former information Specialist Don Widener, one of the AF men concurring in this opinion. The spaceship conclusion was based on numerous AF sighting reports, especially those in the MacDill area. The MacDill UFO project officer, an AF intelligence captain with whom Widener served, wrote the report.

As a member of the project, Widener had access to official AF sighting reports, some of which have never been released. The statement provided was the following: "Captain (name redacted) and I drafted a report to SAC Headquarters," Widener has told NICAP.

"It stated that in our opinion the unknown objects were of extraterrestrial origin." He further stated the NICAP, “I imagine that his report is still gathering dust!"

The preceding ‘UFO Investigator’ bulletin listed one case evaluated by the MacDill project. It described the MacDill radar tracking of a UFO at 40,000 feet and visual reports by a B-29 bomber crew ordered to chase it. The UFO, a glowing oval-shaped device, reversed course and raced off. The sighting was never explained. [cccIxxxiii]

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"The Russian and Chilean Scientists have proof.": On September 10, 1965, an article was published in Kazakhstan Pravda under the name "Flying Saucers." This article was based on a report to the Russian Government of encounters in Chile. Three scientists in Santiago signed a public statement about flying objects in the skies: "We have scientific proof that the mysterious objects are visiting our planet.[ccclxxxiv]

Our Government was discussing UFOs

Super-secret meetings on UFOs held from the public for Panic",

Admiral Roscoe H. Hillenkoetter (CIA): In October 1957 a UPI story shared that former Central Intelligence Chief (Roscoe H. Hillenkoetter) reported: “congressional super-secret hearings on "flying saucers" have never made their findings public." The UPI report shared that NICAP revealed a letter from Rep. William H Ayes (R-Ohio) written to Melvin V. Knopp of Ohio stating: “Congressional investigations have been held and are still being held on the problem of unidentified flying objects (UFOs). Since most of the material presented to the committees is classified, the hearings are never printed. When conclusions are reached, they will be released if possible”.

This explosive reveal was followed by a statement from Rep. Ralph H. Scott (D. N.C) who stated: “The general public should be allowed information thus far known about flying objects except, of course, in the case where they might become unduly alarmed or panicked by such revelation. If this information could be presented to the American people in such a way as to appeal to reason and not to emotion, I think it would be a good thing.”[ccclxxxv]

On November 14, 1957 former Chief of the CIA, Admiral R.H. Hillenkoetter shared: the “Satellite and space exploration program should give us new, valuable information on UFOs, affording definite evidence as to their reality and this will result because of a tremendous increase in observation of the sky by radar and telescope tracking systems and by naked eye observation.”

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Furthermore: “This will certainly increase the number of detailed UFO reports from trained observers including accurate measurement of courses, speeds, altitudes, maneuvers, and sizes and shapes of such objects.”[cccIxxxvi]

UFOs are entering our atmosphere.

We now know from high-level officials, these objects were entering earth atmosphere several thousands of miles an hour, being able to stop at will and hover over sensitive military bases.

"UFOs are coming into our Atmosphere"; Rear Admiral Fahrney: On January 16, 1957, Rear Admiral Delmer S. Fahrney, former head of Navy’s guided missiles program said: “reliable reports indicate that there are objects coming into our atmosphere at very high speeds.”

Fahrney told a news conference that: “no agency in this country or Russia is able to duplicate at this time the speeds and accelerations which radars and observers indicate these flying saucers are able to achieve.” He added:

> **“there are signs that “an intelligence” directs such objects because of the way they fly. They are not entirely actuated by automatic equipment, the way they change position information and override each other would indicate that their motion is directed.”[cccIxxxvii]**

"Yes, UFOs were seen over Alaskan Military bases"; General Nathan Twining: On July 3, 1950, around 10:00 am on Monday Lt. General Nathan Twining, chief of Alaskan Command confirmed an unidentified object was seen flying over several military bases in Alaska. The UFO was traveling at 2,000 feet in altitude. Doubting it was a guided missile, the armed forces confirmed the UFO was moving so fast that planes were unable to take off soon enough to track it. The object flew over Eileen and Ladd Air Force Bases at Fairbanks and an Army camp at Big Delta, Alaska, about

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seventy miles southeast of Fairbanks. Air Force Intelligence officers were taking names of the witnesses for a full investigation.[ccclxxxviii]

Several days later on the 8th of June, several witnesses came forward to report more discs flying over Wilmington Alaska around 9:30 to 10:00 pm. One witness, Mr. H. Harcum said the lights were fuzzy revolving discs. One object headed west, stopped, and remained stationary, while several lights flashed beneath this object. Another witness, Mrs. G. Curtis reported the lights traveling in groups of two and would cross each other, moving in opposite directions. The Air Force labeled the cause of the case being "balloons."

Though the first case mentioned by General Nathan Twining was not in the blue book files, the facts on the 8th were. The Air Forces conclusion of Balloons appears to contradict the testimony of what the two witnessed observed as well as General Twining's comments.[ccclxxxix]

Officials confirming their belief on UFOs

"These disks are spaceships from another planet." Admiral Robert B. McLaughlin: Commander Robert B. McLaughlin who later became a Rear Admiral in the U.S. Navy witnessed a large disc at White Sands Missile Range in 1949. The scientists and his crew were able to track the large object with a theodolite. The UFO was calculated to be 105 feet in diameter and traveled in a configuration that would require 20 G's force.

True Magazine published an article in March 1950 where Commander Robert B. McLaughlin concluded:

> **"I am convinced that it was a flying saucer and, further, that these disks are spaceships from another planet, operated by animate, intelligent beings".**

Further to his comments, Commander McLaughlin gives us some insight into his thinking of these objects.

> **"I think that the saucers are piloted spaceships, first because of their flight performance." Further, he states 1)**

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"This extreme maneuverability-plus their large size eliminated for me the likelihood of their being operated by remote control." 2) "Their behavior would indicate that they are interested only in observing us." 3) I must suggest that they are considerably smaller than we are". [cccxc]

"We are being observed."; Former Navy Pilot: In the July 1957, former Navy Pilot John C. Williams stated: “UFOs are controlled, apparently metallic machines from outer space. I don’t know where they come from, but I have the feeling that we are being observed and studied by these outer-space beings-or whatever they are”. [cccxci]

"UFOs have a purposive and intelligent action,": General Lionel M. Chassin (French Air Force): General Lionel M. Chassin was the Commanding General of the French Air Forces, and General Air Defense Coordinator, Allied Air Forces, Central Europe (NATO). In 1958, General Chassin stated: "The number of thoughtful, intelligent, educated people in full possession of their faculties who have 'seen something' and described it grows every day... We can say categorically that mysterious objects have indeed appeared and continue to appear in the sky that surrounds us [they] unmistakably suggest a systematic aerial exploration and cannot be the result of chance. It indicates purposive and intelligent action."[cccxcii]

General Chassin also states: "it is of first importance to confirm these object – if only to avoid the danger of global tragedy. If we persist in refusing to recognize the existence of these UFOs, we will end up, one fine day, by mistaking them for the guided missiles of an enemy – and the worst will be upon us."[cccxciii]

"The Unknowns are Interplanetary Machines,": CAA(FAA) Radar Operators: In December 1958, John Lester of the Newark Star-Ledger reported after speaking with over 500 CAA Radar Operators that he was informed they had tracked UFOs and a sizable number believed the "unknowns" were interplanetary machines. [cccxciv]

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"These UFOs are interplanetary devices,"; Colonel Joseph Bryan: In 1966, Colonel Joseph Bryan former Air Force aviation aviators and staff member to General Lauris Norstad NATO and former Special Assistant to the Secretary of the Air Force stated to Major Keyhoe: "The UFOs reported by competent observers are devices under intelligent control. Their speeds, maneuvers and other technical evidence prove them superior to any aircraft or space devices now produced on earth". He commented:

> **"These UFOs are interplanetary devices systematically observing the earth, either manned or under remote control, or both. Information on UFOs, including sightings reports, has been and is still being officially withheld."** [cccxcv]

"They are real and of celestial origin – interplanetary or interstellar. Colonel Charles Cooke (USAF): Lt Colonel Charles Cooke USAF was a decorated veteran of two wars. He was a B-17 pilot and group leader in the Eighth Air Force (388th Bomb group) in World War II. He flew 260 combat missions in Vietnam from 1968-1969. In August 1966 Lt Colonel Cooke shared: "My lifelong hobby of astronomy, together with what I regard as overwhelming evidence, incline me toward the belief that UFOs are "real" and of celestial origin – interplanetary or interstellar." [cccxcvi]

"There are advanced People piloting the saucers and Motherships,"; General Kanshi Ishikawa, Chief of Staff (Japan): In 1967, General Kanshi Ishikawa, Chief of Staff of Japan's Air Self-Defense Force Commander of the 2nd Air Wing, Chitose Air Base stated: "Much evidence tells us UFOs have been tracked by radar; so, UFOs are real and they may come from outer space... UFO photographs and various materials show scientifically that there are more advanced people piloting the saucers and Motherships." [cccxcvii]

General Porfiriy Stolyarov, Soviet Air Force: On October 1967 Major General Porfiriy Stolyarov of the Soviet Air Force was made Chairman of the USSR All-Union Committee on Astronautics.

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At that time, he was told to set up a department to study the UFO phenomenon as the Russian government was said to have many reports.

When the UFO group was established and ready to receive the report, the Minister in Russia denied access. According to an article in Flying Saucer Review, Jacques Vallee mentioned the new Chairman was told: "Because this is Too Big a matter, and you are too small!"

During March 1968 the Soviet position changed to debunk and discredit people who thought UFOs were real. This event took place a year before the US Air Force Blue Book closed the books on UFO study for the public.[cccxcviii]

Russian Air Force General Investigates UFOs: October 3-4, 1967 two groups of observers in Russia reported seeing two sickle-shaped UFOs at the Sochi Sea Resort in the Black Sea. In the first case, a group of tourists on the Black sea reported seeing two sickle-shaped discs. At the same moment in the Caucasian Mountains, a group of scientists to the west of Sochi reported a strange and dazzling light. In addition to these sighting, five others object were recently sighted.

Russian Air Force General Porfiri Stolyerov heading the new space detective agency in Moscow was reportedly investigating the sightings of unidentified flying objects. General Stolyerov shared: the Caucasian observatory sightings coincided with reports from England, France, and other countries. He said: “We have not identified them as spaceships or flying saucers - but we have clearly seen their trailing lights, we can find no explanation for this object." "it appears to have registered all the colors of the spectrum up to and including red."[cccxcix]

“Flying saucers are extraterrestrial objects."; The Brazilian Government: In 1968, a Brazilian meeting attended by official military and intelligence personnel declared UFOs to be of extraterrestrial origin. After a 20-year study, the President of the Brazilian Institute of Astronautics and Space Sciences stated: “a

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critical, scientific study over a period of nearly twenty years. … allows us to conclude that flying saucers exist (and) extraterrestrial objects." [cd]

"The people - would be disturbed,"; French Minister of Defense: In the spring of 1974, The French Minister of Defence, M. Robert Galley discussed UFOs in French airspace on national radio. Defense Minister Galley asserted that UFOs are real and that the French Government is studying them. In this translation he states: “if people could but see the extent and quality of the evidence (including radar tracking's and jet chases) then they would be disturbed.)" [cdi]

"Strange Machines over Military installations."; Colonel Abdelhamid Latreche, Secretary General of Ministry Defense: On March 7, 1975, The Secretary General of Ministry Defense, Colonel Abdelhamid Latreche contacted the American Embassy to obtain information on UFOs from Henry Kissinger.

In message number 071792 Colonel Abdelhamid Latreche shared that his country’s airspace had numerous aerial incursions with: "strange machines are seen by respectable people near Algerian military installations.[cdii]

In each case multiple witnesses were able to see the objects at the same time, ruling out hallucinations. In the sighting, it was reported, an unknown object flew past two planes heading north to south.

“UFOs are spaceships are extraterrestrial craft”; General Carlos Castro Cavero (Spanish Air Force): In 1976 Carlos Castro Cavero, General of the Spanish Air Force and former Commander of Spain's Third Aerial Region was interviewed by journalist J.J. Benitez. From a personal perspective, General Cavero shared the following: "I believe that UFOs are spaceships or extraterrestrial craft. The nations of the world are currently working together in the investigation of the UFO phenomenon. There is an international exchange of data. Maybe when this group of nations acquires more precise and definite information, it will be possible to release the

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news to the world." During the interview, General Cavero shared his own UFO sighting which was a bright object that then took off at a fantastic speed.[cdiii]

A UFO is "A flying Machine whose propulsion is beyond our Knowledge,"; The French Government: The French government ordered the UFO study group (GEPAN) to conduct a final report on UFOs. In June 1978, Gepan concluded: "everything taken into consideration, a material phenomenon seems to be behind the totality of the phenomenon - a flying machine whose modes of sustenance and propulsion are beyond our knowledge."[cdiv]

"UFOs are from some civilization beyond our planet,"; Air Marshal Azim Daudpota (Zimbabwe): The next case comes to us from researcher and writer Timothy Good in his book: "Above Top Secret." Good's book mentions: Air Marshal Azim Daudpota, commander of the Zimbabwean air force, commented about a UFO incident over Zimbabwe that occurred on July 22, 1985. Daudpota is quoted in a local paper: “This is no ordinary UFO…scores of people saw it. It was no illusion, no deception, no imagination”.

Good also shared he received a letter from Air Commodore David Thorne, Director General of Operations in Zimbabwe who stated: “Although not speaking officially, as far as my Air Staff is concerned, we believe implicitly that the unexplained UFOs are from some civilization beyond our planet." [cdv]

Officials wanting the truth out

"It's time for the Truth to be brought out."; CIA Director, Rear Admiral Hillenkoetter: On February 28, 1960, former Director of the Central Intelligence Agency, Vice Admiral R.H. Hillenkoetter was quoted in a local Texas paper:

"It’s time for the truth to be brought out in open congressional hearings." Documents released by the Air Force, to its bases were confirmed, by the Inspector General, Major General Richard E.

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O'Keefe. The document warns personnel that "Unidentified Flying objects" will be treated as serious business. The Air Force message said:

1. Is the object a threat to the defense of the U.S.?
2. Does it contribute to technical or scientific knowledge?
3. UFO sightings will increase, causing apprehension.[cdvi]

"They are from some advanced civilization."; Major Donald E. Keyhoe (USMC): In 1965 Major Donald E. Keyhoe was quoted in the 'Pittsburgh Post' as saying the following: "The conclusion of the majority of our board of governors and scientific consultants is that these things must be from some advanced civilization." Keyhoe contents the Air Force reached the same conclusions years ago but has a "high-level policy of explaining the sightings away one way or another so as not to scare people.[cdvii]

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Chapter 8: UFOs / UAPs in Fleets

It must have been an unbelievable sight for General Dwight D. Eisenhower to look out over nine nations' fleets on the North Sea during "Exercise Mainbrace. The fleet included various ships from Britain, France, Canada, Denmark, Norway, Portugal, Netherlands, Belgium, and America. [cdviii]

Who would have thought this vast Armada of men in their magnificent destroyers, aircraft carriers, and supply ships could be coordinated together into a joint military exercise in preparation for the defense of the NATO countries. Exercise Mainbrace was just one of many NATO exercises where the United States and other countries came together to coordinate maneuvers.

One of the biggest obstacles to overcome in Exercise Mainbrace was learning how to communicate from ship to ship. The exercise soon led to the discovery that radio and communication systems had different platforms. Today we would associate this with computers having incompatible software and hardware configurations trying to communicate. Or better yet, one person knowing only English and the other understanding only Chinese, then trying to hold an intimate conversation.

What this tells us is that a fleet comprised of many ships must be able to communicate effectively to coordinate the mission set out by the Commander. Though General Eisenhower did not witness a UFO / UAP fleet during the exercises, he did see a flying saucer next to his battleship.

He was so shocked; he told those around him to keep quiet about the incident.

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During the same exercise, a UFO / UAP emerged from the ocean behind the fleet and moved over the ships. Hundreds of Naval officers and sailors of the participating countries watched as the strange craft was seen in the sky. The US Navy and several other countries took photographs of the hovering object. Today's pictures look like a large white sphere or large white balloon sitting high above the ships.

Finally, on two separate occasions, British Jets intercepted and followed two disc-shaped UFOs toward land. All the above cases are documented as having happened during Operation Mainbrace.

In the fall of 2011, I witnessed my one and only UFO fleet over Farmington, Connecticut. I was at a park and looking up at the stars when I noticed over 100 brilliantly lit objects flying in close formation heading in a northerly direction.

The pack of bright white UFOs / UAPs looked organized in that they were flying north, but were unorganized while in formation.

The UFOs / UAPs were not in a side by side (wing to wing) formation seen at an airshow. It looked like 100 stars or giant balloons moving together, some close and some farther apart as they moved in one large pack.

While watching, a few of the ships jumped out of formation and zipped up toward the pack's front. That happened three times, like the leaped frog forward.

We now have evidence of radar, photographs, and film of UFOs / UAPs traveling in fleets. These fleets are usually launched from the larger upper or lower atmosphere ships to monitor intended targets.

This chapter discusses that UFO fleets are dispatched reconnaissance craft that explores their intended target, return to their motherships, and move on to their next assignment.

The U.S. Air Force

Ten discs over Bakersfield: On June 14, 1947, around 2:15 pm veteran pilot, Dick Rankin, reported a fleet of ten UFOs near Bakersfield, California. After his sighting, Rankin reported his

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experience to authorities. According to the ‘Walla Walla Union-Bulletin,’ "two army air force investigators from the Fourth AAF” …. interviewed four other experienced pilots who reported similar unidentified aerial objects.” [cdix]

The ‘Albuquerque Journal’ shared Rankin’s experience: “These planes were maybe 9,000 feet up and fairly fast, maybe 300 to 400 miles an hour, I first counted ten of them in a formation, going north, about 2:15 pm, then they returned in the reverse course, headed south.” He also shared; upon return, “there were only seven in the formation…they appeared almost round." [cdx]

UFO fleet picked up on Radar, Interceptors launched, AEC Facility, Oakridge, Tennessee: The following case information does not appear in project blue book files. We have obtained the details of the case from researchers Barry Greenwood and Larry Fawcett in their book: "Clear Intent." The book “Clear Intent” includes UFO case files obtained through the Freedom of Information Act. Most, if not all of these types of cases, do not appear in project blue book as the information had been "redacted” and classified Top Secret. The information below is a shortened version of this case.

The AEC UFO Incident

Around 4:05 pm on December 14, 1950, the Radar Scopes of the of the 663rd AC&W Squadron, at McGhee Tyson Airport, Knoxville pick up a UFO fleet directly over the government Atomic Energy Commission projects at Oak Ridge. The following facts in this case are:

1. "A fighter intercept was launched with a negative result.";
2. “The entire event lasted 3 hours.”;
3. "Personnel of the 663rd AC and W Squadron, 30th Air Division, McGhee Tyson Airport, Knoxville, Tennessee, who

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were on duty at the time. Their occupations are Radar operators, Supervisors, and experts.";

4. “Lt. Robinson of the 663rd AC and W Squadron, McGhee-Tyson Airport, Knoxville, Tennessee took photographs of the scope readings with a personal, four (4) by five (5) Speed Graphic Camera, using Plus-X civilian procured film, a lens opening of F-2.5, and a shutter speed varying from twenty (20) to forty-five (45) seconds.”;
5. “The negatives were printed and forwarded to the 30th Air Division, Selfridge Air Force Base, Michigan.”

The numerous targets can be readily identified from the permanent radar echoes by comparing the photographs.[cdxi]

The only issue seen from this story was that photographs were taken, but the public has not seen the pictures as in the case where contents have been classified.

Armada of fifty discs; Miller-Graughan Air Force Base: On April 6, 1952, around 2:59 pm at Miller-Graughan Air Force Base, Temple, Texas a massive armada of UFOs were reported.

Mr. H. L. Russell witnessed a group of 50-75 grayish and white colored discs. The report stated the objects were in a loose formation and the objects kept changing positions constantly. The observers watched the objects between 3 to 30 minutes from his location at Ft. Hood Texas. The Air Intelligence Information Report revealed: "the objects were in a circular formation, the whole formation covering an area comparable to the visual space of a full moon." There was no sound emitted, and the speed of the objects was not estimated. No trail or exhaust was coming from the discs, and the type of propulsion was not known.

At regular intervals which were estimated to be 12 to 16 seconds, every disc-like object in the formation seemed to "tilt from one side to the other" on a horizontal axis flashing in exact unison. The action resembled the movement of the slats of a Venetian blind when rocked up and down horizontally. During the entire observation, the objects continued their rhythmic tilting at intervals of 12 to 15

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seconds. The objects moved away from the observer and gradually faded out of sight. The report stated a drawing of the formation of objects in flight was "photo-stated for use as an enclosure." However, no drawing or photo was located in the Air Force files. The Air Force concluded this sighting was an "Unknown.[cdxii]

150-foot diameter discs at Drive-In Theatre: Waco, Texas: On April 13, 1952, during the evening, 16 to 20 flying objects were reported by dozens of citizens at a Drive Inn at Waco, Texas. Included in the witnesses were 2nd Lieutenant Edward F. Gaucher and his wife.

The couple was at the Joy Drive-In Theatre on Dallas Highway when the event occurred. The observer's wife, who was with him at the time of the sighting, corroborated the report. There report to the Air Force revealed the following facts of the UFOs:

1. "The objects were round like "soda crackers";
2. "approximately 150 feet in diameter.";
3. "Each object gave off a light of red or orange colored luminous glow.";
4. "The objects were in a well-defined narrow "V" shaped formation.";
5. "The total number of objects was between 15 and 20";
6. "There was no tail or exhaust seen";
7. "the speed of the objects was estimated to have been well over 600 miles an hour.";
8. "The objects emitted no sound";
9. "They flew straight with no maneuvers and gradually faded from the observer's vision,";
10. "The objects were approximately 6 to 7 miles away and at an altitude of 5,000 feet."

The Air Force UFO case file revealed Mr. Gaucher was an electronics instructor in the Radar Observer School at the nearby base and possesses an aeronautical rating as a navigator.

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On the same evening, several other observers at a different drive in said they witnessed a flock of ducks. The Air Force concluded in this case the objects seen by Gaucher were "probably ducks" which appeared red in the neon lights. These objects were observed at 100 feet in altitude.[cdxiii]

I had an issue with the Air Force classification of this case. The fact that the objects seen at the first theatre were estimated to be 150 feet in diameter would be huge ducks indeed. If this were true, at Thanksgiving Americans would be serving up large ducks rather than smaller turkeys.

Though the Air Force ruled this case as a flight of ducks, it may be probable several sightings took place this evening: 1) a flight of birds at the second theatre and 2) a flight of discs from another world at the first theatre.

A fleet of twelve “tear shaped” UFOs reported by B-29 crew from Randolph Air Force Base: On May 25, 1952, at 9:27 pm a USAF navigator in charge of the navigation section of Combat Crew Training School, Capt. J. S. Jones, his wife, and a B-29 pilot Lt. P. Hewitt witnessed a group of 12 orange-white tear-drop shaped lights over Randolph Air Force Base, Texas. The case was reviewed by Dr. James E. McDonald. Parts of the story is presented here.

The 12 objects appeared in 3 groups of 4 objects moving from west to east at an estimated speed of 2,000 mph. The UFOs were moving at 10,000 feet and produced a deep soft intermittent noise. [cdxiv]

The Air Intelligence Information Report read: "The interrogation revealed the objects to be tear-drop in shape, appearing to be about 1/8 to 1/4 an inch across.

The actual size was undetermined, but after questioning as to the relative size of a known aircraft, he stated that they looked much bigger than a B-29 at an altitude of 10,000 feet.

These objects were described as a solid white mass of light having an orange tinge. According to research conducted by Dr. James E. McDonald, the witness could distinctively count twelve

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objects, flying in three groups of four objects each. Each group was in a very tight V-shape formation.

[McDonald] "Captain Jones was unable to distinguish any aero-dynamic features. He saw no trail or exhaust and the propulsion system could not be determined. He said these objects were the fastest thing he had 'ever witnessed.

The sound noticed after they passed over was a definite soft intermittent hum. During the observation, they were in straight and level flight and continued in that manner until they were out of sight. The outline of the teardrop-shaped lights could be positively identified as such because they were superimposed against a very dark sky. Their speed across the sky could be compared to that of a falling star. "The sighting was made at exactly 2127 central standard time on 25 May 1952. The Air Force concluded the witnesses saw "birds."

According to research undertaken by Loren Gross in his research stated: “if the objects were migrating birds, why were they traveling west to east and not a Polar route? The report on the case stated: Captain Jones and the other witnesses were sitting on the patio of the officer's quarters facing southwest, looking at the stars when the objects appeared in the West heading in an Easterly direction."

The Air Force files contained the following statement: "Source was sincere, positive and definite about all aspects of this report. The other two witnesses were in complete agreement with him, which substantiates his story as to time, place and what was seen. The fact that the observers were looking at the sky in the direction in which the objects first came into view, allowed them to observe the objects throughout the entire period they were in the area. Observers were also accustomed to the darkness, having been sitting out of doors looking at the stars for some time. The source stated that it was a sight such as he had never seen before. This statement is reasonable in that the officer had considerable experience as a navigator and was well acquainted with conventional aerial objects.”[cdxv]

UFO fleet of six discs at Walker Air Force Base: On June 16, 1952, at 10:30 pm a group of unidentified flying objects was

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sighted by a B-29 Maintenance specialist (Sergeant Sparks) while standing on the flight line at Walker Air Force Base, New Mexico.

According to his report about halfway between his barrack and the latrine, he saw what he thought was the shadow of a B-29 or B-50 (medium bomber) coming in for a landing. He said he stopped to watch and as it got closer, he could see it was not a "conventional object." He said there was no engine sound whatsoever, either reciprocating or jet."

As the objects passed over, he counted between five and seven grayish devices at an altitude of 5,000 feet. The objects traveled in a half moon formation in a southwest to the northwest line with a speed between 500 and 600 miles per hour.

While passing over Walker Air Force Base, the objects outer curve was facing the line of flight. The most easterly object veered more sharply to the east about 10 degrees. The group of objects then disappeared from sight. These objects produced no sound, and no propulsion system could be detected.

The Airforce agreed no known metrological or other phenomena could account for the objects. No interception was feasible, and no aircraft were in the general area at the time of the sighting. A sworn statement was taken of the observer and found in the file. Major Jim T. Meredith, US Air Force, Director of Intelligence, of the 6th Bomb Wing prepared the report. The report was sent to the five usual receiving centers (Washington DC, Wright Patterson, Ent Air Force Base, etc.). The objects were first sighted 1 mile south of Walker Air Force Base, Roswell, New Mexico. The Air Force concluded there were no planes in the area.[cdxvi]

Sixteen (16) glowing UFOs seen over Wright Patterson Air Force Base, Ohio: On July 17, 1952, around 11:35 pm various civilian witnesses called authorities to report a fleet of UFOs over Wright Patterson Air Force Base, Dayton, Montgomery County, Ohio.

Eight groups of two saucers were seen flying over the base in 3 to 4-minute intervals. One report, at 11:20 pm, revealed the observer was traveling in a car near Vandalia when the objects were seen flying north to south in an arched fashion. When asked how

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many he had seen, the observer stated 6 to 10 saucers in a series of two flying approximately 300 feet apart. This would suggest the fleet of objects was anywhere between 12 to 20 crafts in total.

This sighting lasted between 20 to 30 minutes viewing time. Each object was fairly bright in color and traveling at 1,000 feet in altitude. The observer stated no sound was heard and no trails were seen. Other witnesses at 11:35 pm noted the same characteristics as above except the number of the objects was 8 in a series of twos. This observer stated the bright round objects had a hazy glow around the edges. The Air Force concluded the sighting was thought to be a result of probable "balloons.[cdxvii]

No records in the files suggest balloon launches were checked as to being in the area. No balloons were tested to see if they could perform the maneuvers in the report seen by the many witnesses. Most balloons are not launched in such a fashion to have sixteen moving in two's, 300 feet apart, let alone "glow" in the dark. If these objects were not balloons, what were they?

Andrews Air Force Base tracks ten UFOs: On July 19th and 20th at 1:00 am Air Force personnel saw an unidentified orange light over Andrews Air Force Base, Maryland.

Then on the 20th around mid-evening radar operators at the weather tower tracked ten UFOs for 15-20 minutes over Andrews Air Force Base.

These objects approached the runway, scurried about, made sharp turns and reversals. On July 20, 1952, Betty Ann Behl, WAF, weather observer, tracked high-speed UFOs on radar during Washington, D.C., sightings.[cdxviii]

Air Force Jets scramble after 60-75 “sphere-shaped” UFOs over New York: A flotilla of sphere-shaped objects appeared over South-Central New York on August 1, 1952. According to local news Griffin Air Force Base scrambled interceptor jets to locate the objects. Residents of Afton lined the streets as they watched the large numbers of objects for over two hours. One Scintilla worker counted sixty to seventy-five objects shaped like "pin pong balls"

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moving very high. Observers said the objects were scurrying in a north direction. [cdxix]

Though I was unable to find this case in Project Blue Book, I was able to find several instances of other jet interceptor cases over New York near the same date (July 26th). The fact is unusual in that if military jets were scrambled to chase UFOs, the pilots would have been required to complete an “Incident” report. It is assumed such report was completed and classified in a separate secret reporting file.

Air Force T-33 pilot reports four UFOs in a formation over Madison: On December 9, 1952, around 5:45 pm Captain E.D. Bridges and 1st Lt J.E. Johnson flying in a T-33 jet trainer spotted four bright lights at 8,000 feet in a diamond formation south of Madison. Wisconsin.

The pilots followed the UFOs until they overtook the objects and continued following them until their jet ran out of fuel at which point they returned to the base at Truax Field. The objects reportedly were traveling at an excessive speed too fast for weather balloons.

The only objects that could move the rate of these objects would be jets, however in checking with local records, it was revealed there were no local or transient aircraft in the area.

Figure 8 - T33 Shooting Star Interceptor, [cdxx]

An Air Intelligence Information Report was prepared which indicated: "Soapberry was unable to pick up the objects on Radar."

"At no time was a silhouette visible, even against the lights of Milwaukee." In responding to some direct questions from a senior officer, the pilots came upon the objects on their right side, and then they maneuvered over to their left side.

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The T-33 then attempted to go underneath the objects and then in front of them and finally pulled back to follow the UFOs. This was all happening at around 450 miles per hour. The objects maintained a level course then turned from a southeast heading to an east heading.

During the encounter, the 755th AC&W Squadron had both radio and radar contact with the T-33. They confirmed they painted the T-33 but could not pick up the four objects on the screen. The 755th AC&W attempted for twenty minutes to contact the four glowing objects with negative results.

The Air Force report also stated an article appeared in the 'Wisconsin State Journal' about a former World War II pilot seeing the same 4 bright lights. The Air Force labeled this encounter an "unknown." The detailed pilot 17-page report is in the Air Force file with a drawing of the four "star-like" objects.[cdxxi]

The crew of C-47 report fleet of ten UFOs passing under their plane: Around 3:10 am April 12, 1953, the crew of a C-47 encountered 10 UFOs over Sweetwater, Nevada. The weather on this day allowed for full visibility and slightly hazy for 30 miles. The C-47 was following its planned flight path when suddenly the pilot and two crew members observed a fleet of 10 UFOs at 7,000 feet. It was then ten UFOs objects passed under the C-47 aircraft. The pilot took control of the plane to the right in a 300-degree turn to get a better view of the objects. The crews described what they saw:

1. "ten objects";
2. "round and flat in design."
3. "metallic color";
4. "changing formation several times";
5. "flying at a high rate of speed";
6. "producing no trail or exhaust";
7. "emitting no sound."

The objects then executed a turn and disappeared from view. The Air Force file admits no other aircraft were observed in the area.

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Yet, the Air Force concluded the objects were "Aircraft." [cdxxii]

Comment | This classification seems to be in error. If the Air Force admits no aircraft was observed in the area and no radar picked them up, then what kind of planes would be round and flat, traveling in a pack producing no exhaust trail? Furthermore, what crafts would be changing formation while flying at a high rate of speed.? Sounds like a fleet of F-86's or something else. The problem is F-86's produce exhaust trails and are not round. This may be another misclassified file, being no aircraft was observed by the Air Force.

Former B-26 pilots report fleet of nine UFOs, “classified case?”: This case was brought to us from the research of Loren Gross. I was unable to find the official reports in the project blue book files, despite the fact that the information origination was the U.S. Air Force. It appears this case may be classified.

On May 27, 1953, between 8:30 to 8:45 pm a UFO fleet was reportedly seen at San Antonio, Texas. The chief observer was a former B-26 pilot. The weather that evening was clear with a slight wind out of the southeast. The pilot’s testimony as recorded by military Intelligence reveals:

> **"These objects were round and appeared the size of a massive star; one looked a bit larger and seemed to be nearer the ground. There were nine objects sighted and were orange-white in color. Objects appeared as a steady light leaving no trail or exhaust, and no sound was heard. They moved very fast: much faster than a jet. I figured they were moving about two to three thousand miles per hour.”**

I did not have one object in sight over 30 seconds. About three of the nine objects sighted flew in a straight line, zig-zagged four or five times, then straight again. One neighbor is known to have noticed this zig-zagging."

"The fleet's altitude appeared to be between 30,000 to 40,000 feet. The objects (UFOs) were traveling from southwest to northeast.

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The observer was in back yard facing east as objects traveled by to the east of him. They were never near the horizon but were sighted at about a 45-degree angle above the horizon and disappeared about the same degree on the opposite side."

"Eight objects (UFOs) passed over in a chain formation evenly spaced. There were sometimes two or three" in sight at once. These eight objects disappeared. About three minutes later one returned at a terrific speed over the route previously taken. A ninth object was now coming over the route and turned aside to avoid hitting the returning object, which made a large circle and followed the ninth object out of sight. This returning object traveled at a much faster speed while making the turn probably circling San Antonio. It appeared lower than the other objects and much brighter."[cdxxiii]

Twenty-five UFOs tracked on Radar over Maine, F-89's launched for intercept: Between 9:30 and 11:45 pm approximately twenty-five unidentified objects were observed on GCA radar over Presque Isle, Aroostook County, Maine on October 16, 1953. The sightings were confirmed by four members of the detachments 1974-1, 197th AACS squadron. The men described the objects as:

1. "not flying in a definite formational pattern however a few appeared side by side";
2. "appearing in groups from three (3) to eight (8) objects";
3. "flying between 80 and 100 mph";
4. "emitting no sound";
5. "emitted no exhaust or trail."

One F-89 was scrambled at 10:08 pm by the 766th AC&W to identify the objects. The Aircraft was vectored to the area but was unable to locate any objects by sight. A Teletype message was prepared and forwarded to the commands at Director of Intelligence HQ USAF Washington (DC), ATIC Wright Patterson Air Force Base (OH), ADC Ent Air Force Base (CO), EADF Stewart Air Force Base Newburgh (NY) and 4711th DEF WG Presque Isle Air Force Base (ME).

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The Air Force concluded the sighting was caused by an "electronic interference or birds." Further notes stated an intercept was attempted with negative results. [cdxxiv]

Comment | Gee, we just spent a lot of taxpayer money on jet fuel to chase electronic interface and a suspected pack of 25 birds. Either that or something was there and sped away when the UFO pilots noticed the armed F-89's approaching.

Seventeen UFOs tracked at Cannon Air Force Base: On November 6, 1957, the radar unit at Cannon Air Force Base New Mexico, tracked 17 outbound objects for nine minutes. The radarscope signature looked like that of a plane. The Air Force investigators first suggested the 17 objects may be migratory birds. However, this was ruled out by the 200-mph speed and the radar returns. It was then considered the objects might have a small transponder “IFF equipment” on board used by small army craft or civilian air patrol planes.

The witnesses were five radar operators, three of which in the reports were given good reliability. Though the Air Force investigator had no conclusive proof, they concluded the cause of this case was "possibly aircraft." [cdxxv]

The classification analysis, in this case, is complicated in that if they were a large group of planes one would hope we could have identified them. Since this was not in the file we would think the Airforce would have labeled this case in one of three ways: "Unknown," "Unidentified Object," or "insufficient data for evaluation."

McGuire Air Force Base approached by UFO fleet, Air Alert: In 1958 Strategic Air Command (SAC) issued a news release mentioning on June 7, 1957, there was an ADC continental air alert, when over 100 radar targets were detected over the Atlantic speeding towards the East Coast.

McGuire Air Force Base in New Jersey announced it had scrambled three squadrons of jets to intercept what it called, ""...an unusual number of temporarily unidentified aircraft."

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Queries about the aerial encounter were made. However, ADC refused to comment.[cdxxvi]

F-102's pursue twenty to thirty UFOs over Wisconsin: On April 13, 1959, the skies over Wisconsin were infiltrated by 25 to 30 UFOs. A local Air Force station tracked the objects on radar, and F-102 jets were launched to intercept the UFOs.

According to the Air Force records photographic film was taken at Antigo & Madison of the 35 to 30 objects that remained in the area for an extended period of time. The UFOs were said to be:

1. "highly mobile";
2. "maneuvered erratically";
3. "traveling at a speed of 250 knots";
4. "traveling against the wind";
5. "giving off red and green lights with a white light below."

The F-102 jet interceptors were launched and leveled off at 46,000 feet. The pilots looking up upward could see the unidentified the objects at a higher altitude. One pilot could see the UFO(s) flight patterns were erratic as they began to pick up speed. Photos of the objects were taken on radarscope camera. A Teletype report was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) 37th ADIV Truax Field (WI); 3) Air Technical Intelligence Center Wright Patterson Air Force Base (OH); 4: Chief of Staff Intelligence HQ USAF Washington DC; and 5) OFC of Info Services HQ USAF.

Figure 9 - F-102 Delta Dagger Interceptor, [cdxxvii]

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The Air Force concluded this case was caused by the combination of the “Aurora Borealis with some anomalous propagation.”[cdxxviii]

Comment | "Aurora Borealis." Really? The conclusion reached does not match the facts? Unless I missed something; we have seasoned F-102 pilots making visual contact with UFOs visually seen over Wisconsin. They mention the objects emitted red, green and white colors. The UFOs appeared highly mobile but erratic. Again, the Airforce could have labeled this case in one of three ways: "Unknown," "Unidentified Object," or "insufficient data for evaluation."

Fifty-seven UFOs tracked at Las Vegas Air Station: On May 11, 1961, radar picked up a fleet of 57 UFOs over Nevada. A weather observer at Indian Springs was using a Theodolite and noticed the objects.

The radar team at Las Vegas Air Force Station at Angels Peak (865th AC&W) was contacted and confirmed they were advised they were now tracking 57 separate objects on their scopes. The Air Force file confirms the following facts:

1. “No High-Altitude operation or balloon was released at McCarran (per FAA)”;
2. “Radar pin-pointed the objects between 75,000 to 100,000 feet in altitude”;
3. “Angels Peak (865th AC&W) confirmed they took pictures of the objects (with radar and scope)”;
4. "The Photos taken during the event were sent along with the report for further analysis."

Colonel Philip G. Evans, Aerospace Technical Intelligence Center at Wright Patterson requested analysis and comments on the radar report. Roy L. James Acting Chief responded stated: "subject report does not contain enough radar data for analyses to be made." The Air Force concluded the object(s) tracked and photographed

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“was aircraft” and further commented attributed to U-2 type aircraft. [cdxxix]

I believe that the U.S. Air Force rushed this case and was not correctly classified:

1. The CIA commented on its website that nearly all UFOs in the cold war era could be accounted for by the U-2 spy plane, they do not state the real reason for using the U2 "as it's a matter of national security,"
2. Angels Peak (865th AC&W) was tracking and took pictures of 57 UFOs. One aircraft does not give off 57 radar signatures.
3. The maximum height of the U-2 in the 1960s was said to be 70,000+ feet. If we assume the U2 was the real reason behind the cause, then 57 U-2's would be required to be in the sky over Nevada at the same time on the same day for the above Radar images.

Therefore, we have every reason to conclude the classification in the above case is in error.

Air Force Major reports twelve (12) UFOs over Tucson: On October 13, 1966, at 8:10 pm Ralph H. Pestalozzi, Major, USAF, Retired, of Tucson, Arizona, reported the flight of objects over Tucson, Arizona. [cdxxx]

Pestalozzi describes the objects as orange lights, no shape discernible, about the brightness or size of Echo satellites but with a speed about 3 times that of Echo. The first object, spotted at 8:10 pm, was followed by another 20 seconds later, then by a third 20 seconds after that. Fifteen to twenty minutes later three more objects passed over in the same flight pattern. The fourth object showed flashing red lights as it curved toward the southeast.

In the vicinity of the Davis-Monthan Air Force Base, there was the usual traffic pattern of F4C's emitting their usual engine whine. Pestalozzi states the UFOs appeared to be at a high altitude and traveling faster than any jet aircraft that he has ever observed.

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Wendelle Stevens, Lt. Colonel, USAF, (a retired pilot), wrote a separate report which coincides in detail with the announcement of Pestalozzi.

Employees report three UFOs at Brookley Air Force Base: On October 26, 1966, at 11:30 pm several witnesses including a parishioner and former employee of Brookley Air Force Base observed a small fleet of UFOs at low altitude over Winona, Mississippi.

On October 24th or 23rd, three objects floated over the witness's home. A reverse "V" formation of UFOs was seen. Two discs led while a cigar shaped UFO followed. The round discs were reportedly glowing red (as if friction burning), while the cigar object had a red light on its front and white blinking light at its rear.

The objects altitude was 500 feet. The observer heard no sound, and then decidedly ran across the street to call other observers to the scene. The objects continued to travel to the east until they disappeared. The entire event took place over five (5) minutes.

The observer stated the outlines of these objects were distinct and clear with no exhaust seen. Just a week before this, the observer was on the way to church for an evening event, again a similar object (a disc) was seen. They decided to follow the UFO and at one point traveled next to it. The UFO then swung back and forth, up and down and then came to a complete stop. The object's lights then began to blink on and off (or flash). When the object moved again, the UFO assumed a bright fluorescent color. A small contrail was noticed as it progressed.

The observer had also witnessed the third sighting in March of the same year over his father house when another sizeable silent object appeared over his head not more than 200 feet. The UFO seemed to be in the shape of a large TV picture tube with a big light on the front and more significant than a plane. The observer then said:

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“I firmly believe that these objects are intelligently controlled, and I believe there is a possibility that they are extra-terrestrially originated".

The Air Force conducted a study of the sighting and concluded all three witnesses saw the double star system Capella. However, Wright Patterson’s Major Hector Quintanilla had responded back to one of the observers there was not enough information to complete an investigation. [cdxxxi]

If this UFO was indeed the star system Capella, how does such a sizeable gaseous body (star) fly within 500 feet of a person and not burn them up?

The U.S. Navy

UFO fleet arrives at Santa Rosa: The ‘San Mateo Times’ shared that on July 6, 1947, between 10:00 and 11:00 am, four ground observers reported eight to ten flying discs approach Santa Rosa, California. According to eyewitnesses: “one disc appeared to be the leader and was slightly different from the others in as much as it seemed to have a fringe or ring of fire. They appeared at 5,000 feet and traveled “very fast."

Around the same time fifty witnesses including a former Navy pilot, confirmed a “triangular formation” of saucers flying over an area near Auburn, California. The former Navy pilot shared:

1. The objects: “were headed south.”;
2. “They appeared to be of metal and looked bright silver,"
3. “I could clearly distinguish their outline, which was round.”;
4. "I have seen a lot of airplanes, and those were not planes.";
5. “They were “space ships”;
6. "The only clue I could get as to their height, size and speed was the fact that they disappeared one at a time, high in the sky, not over the horizon. This effect would be caused if they were very, very large and flying at terrific speed – thousands of miles per hour.";

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The witness in closing his remarks said: “I thought like most people, that the reports on the discs were crazy, but now I have seen them myself. I just wish they would land so we could find out where they come from.” [cdxxxii]

The above story is very similar the story of the Battle of Los Angeles in 1942, where 20 to 25 UFOs approached the California coast from the Ocean then returned after Army batteries opened fire on the flying crafts.

Five UFOs at Lakeland, Florida: Between 1:00 and 2:00 pm on July 7, 1947, a former U.S. Navy seaman reported seeing five shiny UFOs, one mile east of Lakeland Florida at about an altitude between 5,000 to 7,000 feet. The witness shared the following facts. The objects:

1. “produced a swishing noise which seemed to sing with a shrill sound.”;
2. “were traveling northeast in an upward direction”;
3. “did not have wings”;
4. "had a turtle-backed shape with a dome-like appearance.";
5. “seemed to have two spots on the side of the flying objects and one additional spot in the center, which he believed was a tail.”

From this information, a formal Air Force UFO report was prepared and forwarded to the Commanding General Army Air Forces, Washington (DC). An AMC Opinion in the story stated: "This incident has all the aspects of a psychopathological report." [cdxxxiii]

The above was shortened for purposes of this book. However, there is more to read about this story at NICAP.org from researchers Brad Sparks, Dan Wilson, Fran Ridge, and Jan Aldridge.

UFO fleet over Missouri: The ‘Mexico Evening Ledger’ (Missouri) informed its readers that around 2:23 pm on July 4, 1947, a former PT boat commander and his wife observed a diamond formation of flying saucers over Missouri. According to the Ledger,

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the former commander turned to his wife and said: “I see four discs. They’re in diamond formation.”

He continued: “The discs looked about the size and shape of a 25-cent coin. They were shinning in the sun and flying rapidly – at great speed. I believe it was silver from the way they reflected the sun.” “The discs maintained a perfect diamond formation, then one veered off and then veered back into formation.”

As with most UFO sightings, the witness shared his fear of being considered a “kook” or a “nut job”: Rankin explained: “I don’t tell everybody I saw them because it sounds unreal, but I actually did.” [cdxxxiv]

Six to seven egg-shaped UFOs at The Hart Mountain, Oregon: This case is written up in detail at NICAP.org. Therefore, this will be a brief description. It is recommended you read the full case at nicap.org.

Up in the north-west United States, a fleet of egg-shaped UFOs appeared over Oregon. Around 2:25 pm on May 27, 1949, Joseph C. Shell, USNR pilot, and former AAF flight instructor, reported seeing 6 to 7 UFOs. The objects were: 1) “Oval or egg” in shape;” 2) At “4,000 to 5,000 above the ground near the bluffs of Hart Mountain”;.3) “20 feet in diameter” in size. Each egg-shaped craft traveled in horizontal trail formation. The Air Force concluded this case was "Unidentified." [cdxxxv]

UFO fleet reported by U.S. Navy and U.S. Air Force at Farmington, New Mexico: Around 10:00 am on March 16, 1950, ten observers witnessed a group of flying discs at Farmington, New Mexico. According to the witnesses, the objects were traveling at 20,000 feet. The facts in the case are as follows. The UFOs:

1. “were oblong or oval in shape”;
2. “had the color of bright aluminum”;
3. “produced no sound”; and
4. “emitted no exhaust or vapor trail.”

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One witness from the U.S. Navy confirmed the presence of three to five objects which flew in an undefined formation. As the objects passed overhead, they performed sharp angled turns at fast speeds. “Lt Colonel Doyle Rees from the Air Force Base confirmed there were 10 observers, two of which were officers in the United States Navy.” [cdxxxvi]

“The next day on March 17, 1950, the townspeople of Farmington, New Mexico witnessed UFOs for the third straight day. This sighting took place between 11:00 and 12:00 noon.”

According to the local newspapers; "half the town's population were certain they saw space ships or some strange aircraft." A few of the witnesses shared the saucers appeared to "play tag" in the air and "streaked away at almost unbelievable speeds."

One witness took a triangulation of one of the massive objects and calculated the dimension to be twice the size of a B-29 super-fortress (approximately 200 feet). He also believed the speed of travel was at least 1,000 miles per hour. The newspaper also shared: “people came outside to watch the objects, while traffic in the street slowed to avoid hitting sky gazers.” [cdxxxvii]

Another witness, Mr. J. E. "a 20-year-old veteran and private pilot, said an object appeared to be red and was in the center of the formation, surrounded by shiny discs. He described them as perfect replicas of a dinner table plate even to the bottom rings. Six men saw the object with him, including a Mr. C.B., Times business manager, and former Army engineer captain. He said:

> **twenty (20) of the objects were fairly close to earth. And that they "played around in the sky and turned sideways clearly showing they were saucer-like discs."[cdxxxviii]**

"More than 50 people reported a mass flight of disc-shaped objects that flew over the town. The witnesses included pilots and businessmen. The flood of flying saucers was staged by groups of waves, which numbered into the hundreds. One of the flying objects was flying low and red hued. The disc streaked across the sky

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traveling north and cleared the horizon and gone from sight in 3 seconds."

Mr. O. R. one of the editors for the 'Farmington Daily', said: "all the objects were silver in color except the one red object."

Mr. C.B., a former Army Engineer, "was on Broad Street when he looked up and witnessed what seemed to be over 500 discs. He said they appeared at 15,000 feet. Other businessmen with him confirmed the sight and believed the appeared to be 'flying in formation"."

A third wave took place at 3:00 pm when several other witnesses saw new discs. Mr. E.B., a former B-29 tail gunner, said: "these were not airplanes," "the very maneuvering of the things couldn't be that of modern aircraft."

Mr. J.B. stated "the speed appeared 10 times faster than jet planes. Besides, they frequently made "right angle turns." He also said they appeared to be coming at each other "head on." At the last second, one would veer at right angles downward. One saucer would pass another ahead and then immediately the one to the rear would zoom into the lead."

Mr. M.W., another garage employee, said they "flew sideways, on edge and at every conceivable angle."

This is what made it easy to determine that they were saucer shaped. What appeared to be missing from all this excitement was; 1) no contrails; 2) no noise; 3) no windows seen on the objects; 4) and no markings. The 'Farmington Times' compiled a timetable of the events that day as follows:

1. 10:00 am: "Hundreds of objects seen west of Farmington";
2. 10:15 am: "Five to nine saucers zoomed over Farmington for 10 minutes";
3. 10:30 am: "Red saucers seen over Farmington";
4. 10:35 am: "Three objects staged a dogfight over the town":
5. 11:30 am: "All the objects disappeared";
6. 3:00 pm: "A fleet of hundreds (Armada) seen flying in formation to the southwest from the northeast.[cdxxxix]

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U.S. Navy F9F jet fighters engage a fleet of ten (10) UFOs over California: The following case comes to us from NICAP where a detailed report can be found. A short summary is provided here. On December 24, 1953, around 8:04 am two Navy jets flying over El Cajon, California encountered a fleet of 10 silver oval shaped objects traveling straight and level. The Navy Pilots in F9F jet fighters observed the UFO fleet heading in an easterly direction.

According to the pilots, the UFOs were traveling over 400 knots (450 miles per hour) at 50,000 feet. The pilots observed the craft for five minutes until they disappeared. The observers stated they were unable to intercept the fleet as a result of the speed of the UFOs. The Air Force interrogated the men and noted the weather was clean with unlimited visibility. The Air Force concluded: “There was no meteorological conditions which would account for the sighting.”[cdxl]

The U.S. Marine Corps

U.S. Marine Corps Jet Fighters report sixteen (16) UFOs over Dallas: On May 14, 1954, several Marine Corps jet fighters, under the command of Maj. Charles Scarborough encountered a group of glowing white objects six miles west of Dallas, Texas. In this case, the fighter pilots counted sixteen (16) UFOs flying in four groups of four objects, directly ahead at a distance of three miles.

During the encounter, Major Scarborough looked above and identified a conventional aircraft above the UFOs leaving a contrail. Scarborough contacted the jet above him and learned a Capt. Ray Jorgenson was the pilot in the plane cruising at the 42,000 feet generating the vapor stream.

With the UFOs at 32,000 feet sandwiched between Jorgenson and Scarborough, the two pilots attempted to close in on the mysterious objects from two directions.

According to research conducted by Loren E. Gross, a local newspaper article shared: “the UFOs responded to the challenge by changing their color to orange and then speeding away to the north.”[cdxli]

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Another local newspaper revealed: “A Marine Reserve pilot said today he and three other jet pilots lost a race over Dallas Friday with 16 objects they could only describe as flying saucers. Maj. Charles Scarborough, an attorney, said the objects "glowed like a light."

"Scarborough said he and Capt. Charles Stanton was flying north at 15,000 feet about noon Friday toward Lake Dallas. Major E. C. White of Amarillo and Capt. R. L. Jorgenson was flying at 42,000 feet. Scarborough spotted the objects to the side and above him, and Jorgenson could see them below him from 42,000 feet. The officers brought their S9F7 jets into a formation to box the objects but were outrun."[cdxlii]

The U.S. Army

Four separate UFO fleets, The Springer, New Mexico: On April 25, 1949, a former Army pilot wrote Dr. Lincoln La Paz and explained that on the morning of April 25th at 6:30 am that he and another man where fishing when they spotted four separate UFO fleets at Springer, New Mexico. Their attention was called to the unusual flying objects when they heard a "high pitched whistle." The two witnesses, they initially thought it must be a flock of wild ducks heading toward the lake. However, when they looked up to see what was landing, what they saw was "not ducks."

Confused on what they were looking at, they soon agreed that the objects were "silvery white in color." The witnesses shared the objects looked like balls, "sort of like Christmas Tree Ornaments." These sphere-shaped UFOs: "passed us at a very high altitude and were going very fast."

Being a former Army pilot; he exclaimed: 1) “these were not “jet planes” or “guided missiles”; 2) “whatever these “things” were, they were traveling faster than sound.”; 3) “I know that because we were hearing the sound of the objects we had not seen and looked at others whose sound had not yet reached us."

The two men sat there and observed these objects for over an hour. In closing their appeal to Dr. La Paz, they inquired whether

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anyone else had seen the same phenomenon. They also shared their fear of the story getting out and what people would think. The witness says: “Dr. La Paz we haven’t told many people because we are afraid they won’t believe us. Do you blame us”?

The time, heading, the number of objects in the group and description is as follows:

Time: 6:30 am,
Number of UFOs: 11
The story of Fleet: A Tight formation of 11 objects heading due west passed at high altitude. Insight only 10 seconds

Time: 6:40 am,
Number of UFOs: 9
Description of Fleet: 10 Minutes later another group of nine objects again due west, very high altitude and traveling fast. One object left the group and headed southwest.

Time: 7:00 am,
Number of UFOs: 2
Description of Fleet: 20 minutes later, spotted two more UFOs heading east. They appeared the same, as other two groups but were farther apart than in the first two groups.

Time: 7:30 am (estimated),
Number of UFOs: 5
Description of Fleet: The last group passed due east and heading south. They were strung out in a line going very fast and low. These objects made a "high pitched whistling sound."

The Air Force concluded these objects we most likely "other" (e.g., Birds). Though the Air Force did not indicate what birds these could be at 30,000 feet. Wikipedia does indicate the following species can fly at 30,000 feet: Ruppell's Vulture, Common Crane, and the

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Bar-headed Goose. Several other birds: the Whooper swan, Alpine Chough, and Bearded Vulture have been recorded at the 24,000 to 29,000-foot level. I am still wondering if these birds can fly at supersonic speeds as the witness indicated in his report to the Air Force. [cdxliii]

When researching this case, I almost disregarded the sighting until I had an odd feeling and decided to dig deeper. The description of hearing a high-pitched whistle, a round Christmas tree ornament (ball-shaped) objects, traveling at supersonic speeds does not seem consistent with Birds. It appears this case was not placed in the correct classification which should have been "Unidentified."

Eight (8) 100-foot diameter discs at El Moro Bay:

On March 23, 1950, Dudley Gourley an army aircraft observer reported seeing eight saucers moving slowly out to sea as he drove past El Moro Bay on the coast highway of California. Gourley made several statements on these eight saucers:

> **"I saw eight things of an elliptical shape, about 100 feet in diameter at 2,000 feet. I counted them three more times. They were moving slowly out to sea". "I was an air observer for 14 months during the war and a seacoast air observer for 18 months… "Let the air force laugh that off".** [cdxliv]

Twenty (20) UFOs at Mach 3, "News Blackout"; Radar evidence: On March 2, 1967, between the hours of 10:25 am and 1:30 pm 20 UFOs appeared at White Sands, New Mexico. 'The El Paso Times', The U.S. Air Force, the "APRO Bulletin", The 'El Paso Times' revealed several facts:

1. "radar stations picked up the objects at 7 miles in altitude";
2. "a news blackout was invoked by the military";
3. "twenty-nine people reported observing one or more objects traveling in separate groups";

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Furthermore, the objects:

1. Were: “silvery in color”;
2. Flew: “directly overhead”;
3. Were: “saucer-shaped objects.”[cdxlv]

The Air Force case file revealed:

1. One object was traveling around the field at speeds up to Mach 3 while at the height of 80,000 feet.
2. At one time there were (3) three objects on the scope at the same time.

The Air Force believed the unknown objects with excessive speed was thought to be the result of radar noise. This radar noise was caused by Radar chaff being dropped from an aircraft in the vicinity of the sighting at the time. Another reason for the unexplained blips was an imbalance of the Azimuth Servo System on the radar. This imbalance caused the interpretation that the object was traveling around Holloman on a 37 miles radius. This was later proven incorrect. [cdxlvi]

The ‘APRO Bulletin’ mentioned Radio Station KALG at Alamogordo, contacted the Air Force Base and was told that any information on the sighting would have to come from the Pentagon. When reaching the Pentagon, no information was given. [cdxlvii]

Over the next few days, an eyewitness to further flying discs would support the theory chaff not the reason for radar hits.

Twelve to Fifteen egg-shaped UFOs over Washington D.C.; U.S. Capitol’s third invasion fleet:

On January 1, 1965, residents of Alexandria, Arlington and the District of Columbia looked up into the skies to observe another fleet of UFOs over the U.S. Capital. This case became the third fleet of UFOs to fly over D.C. over a 13-year period. The first two fleets

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occurred in July 1952. The press and Frank Edwards tell us this event happened around 4:20 pm.

Twelve Army Specialists in the munitions building reported seeing the objects in flight as two U.S Jets followed in pursuit. The 'Washington Star' reported the specialists: "agree on the shape and an approximate number of the discs and the fact these things were speeding faster than the jet interceptors." When the 'Washington Star' attempted to interview The Defense Department and the response was: "There was no such incident. It just did not happen." [cdxlviii]

There you have it, on the one hand, army specialists watch U.S. planes chase UFOs over the capital and on the other, the leadership in charge discount the event ever happened.

Civilians – The Public

Idaho Mayor reports twelve (12) discs over Winnemucca: In the 1950's we see very few politicians in newspapers discuss their UFO sightings as their positions were in the public eye. Speaking about such encounters became taboo. However, before this time, in 1947 the subject material was so new that the newspapers and local officials did not seem as concerned with their public image. They wanted to get the news out and tell the truth. The 'Idaho Statesman' shared with its readers several UFO encounters that happened on August 1, 1947, around 1:00 pm near Winnemucca, Nevada.

1. "A passenger on United Airlines inaugural Boise-to-Reno southbound flight Friday, Boise Mayor Potter P. Howard said that he spotted 12 discs flying in the vicinity of Winnemucca, Nevada."
2. "A woman passenger, whose name was not learned, also saw the 12 discs, Mayor Howard said".
3. "The saucers were several thousand feet below the plane,' Mayor Howard said. He estimated that they were flying about 1,000 feet above the ground." [cdxlix]

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UFO Fleet of six (6) 20-foot UFOs over San Francisco: On August 1, 1949, Reverend Curtis Daniels and six others witnessed a fleet of six (6) or more oval shaped crafts "in a formation" during a boat excursion near the Golden Gate Bridge, San Francisco, California. The objects appeared to be within 10 miles of their location. The following list provides a description of the UFOs:

1. “silvery””;
2. “approximately 20 feet in diameter”;
3. had “no evidence of exhaust”;
4. had “no lights,
5. had “no sound”;
6. had “no fins or stabilizers”;
7. the objects “were traveling slower than a jet from the view of the observers”;
8. Lastly, they did not see "slots or duct openings in the crafts. Edward W. Gurband and Reverend Curtis Daniels submitted drawings of the UFOs in fleet formation to Fairfield-Suisun AFB in December 1949.” [cdl]

Large UFO Armada at Farmington; True Magazine investigates:

One of the more fascinating aspects of the Farmington case was the involvement of ‘True Magazine’ and its staff editors. At the time of this encounter very few magazines took such interest in UFO cases, and today we are thankful they did.

Ken Purdy, True Editor, contacted Mr. Lincoln O’Brien (Farmington Daily Times) and informed the town that ‘True Magazine’ would be sending a team of investigators to Farmington to talk to each of the many witnesses. According to the ‘Farmington Daily Times’, ‘True Magazine’ had recently published two articles, which concluded that: “flying saucers are real, and probably are spaceships from another planet." [cdli]

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On March 18, 1950, the ‘Farmington Daily Times’ revealed the third day of town's people observing the hundreds of high-flying craft. A comment in the paper explained just how unusual this phenomenon was: “traffic had to be slowed to avoid car accidents as people gazed at the skies." “A few people commented that the object appearing red in color was assumed to be the leader as it was “larger and faster” than the rest of the group.” Other comments from the Farmington article are:

1. “Another observer stated he believed a number of these objects were traveling faster than 1,000 mph around 20,000 feet in altitude.”;
2. “A former B-29 tail gunner stated: "these were not airplanes." "The very maneuvering of the things couldn't be that of modern aircraft”;
3. “Other witnesses stated these objects would approach each other head-on and at the last moment one would execute a right angle turn upward and the other a right angle turn downward.”;
4. another stated: "They flew sideways, on edge and at every conceivable angle." "This is what made it easy to determine that they were saucer shaped." [cdlii]

Lincoln O'Brien sent a Western Union memo to Ken Purdy of ‘True Magazine’ on March 18, 1950, stating:

> **"Whole City Farmington New Mexico (where we own Daily) Sees Large Force Flying Saucers. Airmailing You Full Reports. Story Terrific Not Fully Developed, If You Want To Send Man Farmington We Will Assist Him In Every Way.”[cdliii]**

UFO fleet at Marrowbone Lake, Tennessee:

On March 29, 1950, around 7:00 am two Nashville Real Estate Salesmen (Mr. D.C. Whiteside and Mr. H. T. Williams) were fishing at

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Marrowbone Lake, 18 miles from Nashville, Tennessee when they observed a fleet of UFOs. The observers believed the objects numbered between 6 and 12. The dark objects were at an altitude of 200 to 300. The objects flew into an opening above the lake through a break in the hills at the southeast end and circled behind the hills on the west side, all while losing altitude steadily.

The objects were black, round, heavy in appearance, about five feet long. The observers stated they appeared to look like 300-pound bombs and made a noise like wind blowing through the trees. No motors were visible. According to the news article, Mr. Williams said: "I was baiting my hook… when I looked up, they were splitting the air open right above my head. They were 200 to 300 feet high traveling at least 500 miles an hour". He further said: "I don't know what to think…if I'd been by myself, I'd have said I saw things".

He further said: "It's strange but a man knows what he sees." The men reported the incident to Kames W. Davis, Lake Superintendent who said: "They were scared…one of them told me it made his hair stand on end." The objects were reasonably close together and turned together at least 500 miles an hour. The newspaper clipping related that a spokesman at Stewart Air Force Base, Smyrna, Tennessee said the objects could not have been jet-propelled planes because of the description of the objects and weather conditions at the time.

The Chief communicator of the CAA (now FAA) said most planes flying over Nashville fly at a high altitude. He said: “I don’t know what to say about it…The Air Force has been attempting to disprove reports of saucers, but they are keeping their fingers crossed". The Air Force classified this sighting as "Unidentified.[cdliv]

1,000-foot diameter discs reported in Lubbock:

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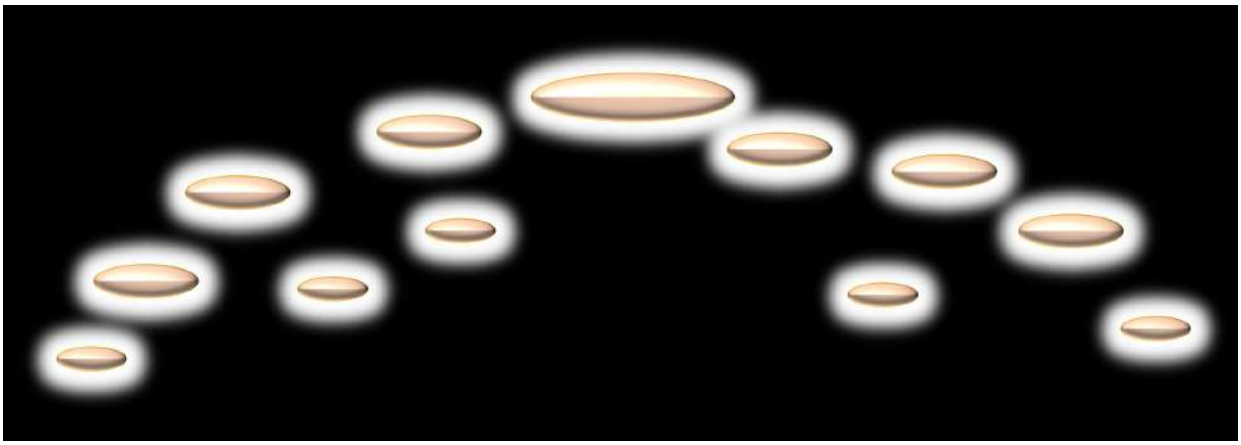

Figure 10 - Lubbock Lights - UFOs[cdlv]

The following case is a continuation of the famous Lubbock Lights UFO event that occurred in the great state of Texas during 1951. If you take time to read all the articles on this case, as I have, it reminds me of the Phoenix lights event in Arizona of 1997. In both cases either a massive mothership was seen with multiple lights on its fuselage or in the case of Lubbock lights it may have been several luminous craft in a "V" formation.

The Lubbock UFO Incident:

August 25, 1951, around 9:10 pm three professors from Texas Technological College, Lubbock, Texas, were having an informal Saturday night gathering in the rock yard of professor Robinson's home when they witnessed a group of lights. “Dr. Oberg was staring at a particular constellation waiting for a meteor flash when he suddenly spotted some 50 lights approaching in a semi-circular formation.” According to the Abilene Reporter the following facts were shared with their readers:

1. "These objects traveling at "an incredible speed," looked like a string of beads. The first group of objects, flying in a rough semi-circular or crescent formation had a bulge in the direction of flight."
2. “The objects moved from northwest to southwest. So did a similar formation, which appeared about three minutes after

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the first one."

3. "The objects in the formation were indistinct, but gave off a glow, perhaps reflected lights from the city below."
4. "The Lubbock CAA tower and the tower at Reese Air Force Base said there were no jet flights or other planes over Lubbock at the time."
5. "If the objects were a mile high their speed was at about 1,800 miles an hour, and they should have been above 1,000 feet in diameter.
6. "If they were 50,000 feet high they were moving at nearer 18,000 miles an hour and were ten times as big as 1,000 feet in diameter".
7. "We felt no shock wave such as an object traveling at such high speed would give off in the lower atmosphere. The absence of the shock wave would indicate the formation was in the stratosphere 50,000 feet or higher."[cdlvi]

Coming to the defense of his colleagues immediately was the head of Texas Tech's Journalism Department, J. Russell Heitman, who remarked that he had sighted a similar flight of lights several nights earlier that matched the description of the phenomenon given by Dr. Ducker and the other two professors.

On Monday four other witnesses came forward to offer supporting testimony to the claims of the Texas Tech professors. Three were housewives who had also been outside that evening talking in a backyard of a resident on Medlock Avenue. They said they had sighted similar lights flashing through the sky the same time as that mentioned in the newspaper. Likewise, a professor Carl Hemminger, associate professor of German at Texas Tech said he too had noticed the mystery lights.[cdlvii]

Seen by hundreds of people in the Lubbock Texas area, successive formations of about thirty lights each raced silently across the sky at an estimated 1,800 mph at 50,000 feet. According to 'Flying Saucer Review magazine', "Carl Hart Jr., took photographs of the objects.[cdlviii]

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A photograph of the Lubbock lights can be found in books all over the newspapers at the time.[cdlix]

Another newspaper shared: “the first group of objects flying in a rough semi-circular or crescent formation with a bulge in the direction of flight was seen at 9:10 pm. The objects moved from the northeast to southwest. So, did a similar formation, which appeared three minutes after the first one. The formations crossed the sky from arc to arc of the horizon in three seconds. The Lubbock CAA tower and the Reese Air Force Base towers said their ewer no jet flights or other planes over Lubbock at the time.[cdlx]

Howard Scripps Staff writer reports UFO fleet at Albuquerque:

This next case comes to us from Doyle Kline, a ‘Scripps Howard’ Staff Writer and the ‘El Paso Herald-Post’. We are very fortunate the ‘El Paso Herald-Post’ carried this piece as this encounter does not show up in Project Blue Book as a case.

On August 2, 1952, around 9:50 pm, a writer for ‘Scripps Howard’ (Mr. Kline) reported seeing a flight of ten bright objects pass over Albuquerque. Kline shared in the article: “Whatever they were, they made a flying saucer believer out of me.”

“They resembled nothing I had seen before. Their flight was soundless and graceful. At first, they appeared overhead. They were clustered together in no apparent pattern, heading north. Then they shifted to a perfect V. The shift was done with precision. The formation resembled a flight of geese. Within a few seconds, they formed a new pattern – two rows with the object in front spaced at specific intervals. The saucers in the second row were spaced evenly between those in the first row.”[cdlxi]

Kline continued: “Their size appeared about one third the size of the moon when it is full and directly overhead. But the light they emitted was very different. It was not as intense as a star nor as bright as the moon, there was no visible color except white. The light was soft, almost suggesting reflection of light in the city. The objects appeared low – yet at a great distance, if such a contradiction is

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credible. It there were at a great height, their speed must be beyond comprehension."

"In discussing this case with Dr. La Paz, Doyle Kline was told these lights were not associated with the Perseid meteor shower. La Paz shared with Mr. Kline; the meteors come from the northeast and do not change formation or exhibit intelligence or coordination."

"In checking with Colonel William Matheny, commander of the 34th Air Defence Division, he knew of no military flights at that hour of the saucer maneuvers and requested Mr. Kline relate what he saw to his intelligence officers. Kline also shared he had seen rocket flights at White Sands Proving Ground in New Mexico. He said the saucers were thing different altogether."[cdlxii]

Fleet of fifteen (15) discs circles Brazilian airliner:

On November 21, 1954, around 11:30 am the Crew and passengers of a Brazilian Douglas PP-ANM airliner traveling at 9,000 feet bound for Rio de Janeiro had a near miss with a group of large flying discs.

According to this case, the UFOs:

1. "raced toward their plane then preceded to make circles around the Douglas Airliner.";
2. were described as having "a disc-shape with a dome on top and aluminum like polished surfaces.";
3. came "from the northeast at 7,200 feet then passed below the airliner at high speed.";
4. "bore no propellers, jet-tubes, wings, tails or protruding fins.";
5. had "a strange bluish glow around each UFO and the entire formation.";
6. were "about 15 feet in diameter."

According to the research files at NICAP, there was a massive object at the center of the formation of the discs. The remaining discs were grouped around this large object at a close distance.

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Many of the passengers came to the airliner windows and observed the fleet of 15 disk-shaped objects while others came too late and saw nothing. The sighting lasted about 40 or 50 seconds. [cdlxiii]

According to the research conducted by Donald Keyhoe the story somewhat changes: "a Brazilian airliner was bound for Rio de Janeiro when 19 round machines, each at least 100 feet in diameter, rapidly approached the plane and flashed past and beneath the wings. Some of the passengers saw a few of them and stampeded. One woman ran into the pilot's compartment. For a while, the cabin was a madhouse, and the crewmen had to use force to subdue the passengers."[cdlxiv]

In the telling of this story by two different researchers, the diameter size of each object is entirely different. In one case the objects are 15 feet while the other stated 100 feet in diameter. The UFOs vary in number between 15 and 19. It is not known where the two researchers obtain their sources for this UFO encounter.

UFO fleet of 50 to 150 starships near Johnson City:

On October 12, 1966, several witnesses called the police to report 50 to 150 flying objects were flying around Johnson City, Tennessee.

The objects were silver and white, saucer-shaped, craft with lit domes atop. The UFOs were then said to have dropped a silky substance in sheets that covered trees. Pilots dispatched to the location were not able to see the flying objects as the UFOs had already left the scene.

The silky strand residue was taken to the laboratories at East Tennessee State University for testing. Two other ETSU professors had been viewing the skies with a telescope and saw one of the objects. They described it as "doughnut-shaped" with a hole in the center and a small but easily noticeable slit in the ring of the body. Larry Miller, one of the observers, stated it reminded him of a fluorescent bulb.[cdlxv]

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The U.S. Coast Guard

U.S. Coast Guard reports UFO fleet over Portland: Shortly after midnight on August 4, 1956, Coast Guard personnel observed a UFO from Cape Elizabeth over Portland, Cumberland County, Maine.

The object was described as large in size and round in shape. It appeared as sizeable white light. Using binoculars, the observers said the UFO headed north then turned south at a slow speed. An interceptor was launched with negative results. The report stated two prior reports of similar activity were reported in the last 36 hours.

The Air Force case file revealed “nine” (9) objects were seen on one occasion and “six” (6) objects on a separate date. A Teletype report was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) ATIC Wright Patterson Air Force Base (OH); 3) Director of Intelligence HQDS USAF Washington (DC); 4) EADF Stewart Air Force Base (NY); and 5) 4602 AISS Det. 3 Stewart Air Force Base (NY). The Air Force concluded this sighting was caused by a "balloon." [cdlxvi]

A statement in the file point pointed out wind direction does not correlate to the movement of the UFO. There are two other UFO fleet sightings mentioned in this case file, however in researching those cases no Reports could be found. We have reason to assume the two other examples are in a "Top Secret" filing system that General Bolender described in a 1969 memo.

Military Branch Unknown

Military reports fleet of twelve (12) UFOs in echelon "V" formation; "Case classified”: On October 17, 1955, Military witnesses filed a report stating they witnessed a "V" formation of UFOs over Yuma, Arizona. The interrogation notes of the witnesses and final report were missing from the Air Force file. However, we are able to obtain the following facts from the Project 10073 Record Card contained the summary of the sighting.

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1. "approximately 12 pale yellow lights were traveling in a "V" formation heading in a South-Southeast direction. Three (3) outer lights were traveling in what appeared to be "echelon" fashion";
2. ‘the objects faded from view they drew dimmer and smaller”;
3. “the observer believed they were at high altitude.”[cdlxvii]

The Air Force concluded the sighting was “possibly astronomical” (e.g.; Meteor).

Comment | First; I would like to know where the case file is on this military observer? Without that information, the Air Force could not have concluded the case was “astronomical”. Second; why was this file labeled “Top Secret if it carried a meteor classification? Finally; I would like to understand how the Air Force could conclude that a Meteor made up of 12 lights would travel in an echelon “V” formation.

It appears this case is more than a meteor case, however, with the reports missing, we have no way of proving that position.

Presidents

A fleet of forty (40) UFOs approach the coast of Maine; President Truman notified: On December 5th or 6th, 1950 Colonel Charles B. Winkle (USAF) prepared a memorandum for the Secretary of Defense George C. Marshall, Colonel Kreps and President Harry S. Truman. This memo was a notification of an Air Alert due to 40 confirmed aerial objects at 32,000 feet over limestone, Aroostook County, Maine. Brigadier General Landry confirmed the President had been notified and that no information would be released from the Oval Office.

Initially, the report indicated there was no reason to believe the aircraft were friendly. The story was later reversed to suggest "these 40 crafts were friendly". [cdlxviii]

Perhaps what the General meant was the UFOs were not our aircraft, but they appeared friendly.

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President Truman’s memoirs

It was this very same day that President Truman wrote in his memoirs: "Shortly before we went into that morning meeting, Under Secretary Lovett called from the Pentagon, reporting that radar screens of some air defense installations in the Far North were reporting large formations of unidentified planes approaching."

"Fighter planes were sent up to reconnoiter, and alerts were flashed to air centers in New England and beyond. But about an hour later - while I was meeting with [Clement] Attlee -Lovett notified me that the report had been in error. Some unusual disturbances in the Arctic atmosphere had thrown the radar off".[cdlxix]

Despite the President's memoirs suggesting an error, a more palatable version had been put out by the International News Services:

1. "A warning of an impending air attack resulted in a false alarm in this capital city today. No air raid alarms were sounded, but functionaries charged with the Civil Air Defense of Washington were alerted that an unidentified aircraft had been detected off the coast of the State of Maine at mid-day.”
2. "Later, a spokesman for the Air Force stated that interceptor aircraft had been dispatched and that the object in question had been identified shortly after that as a North American C-47 aircraft which was approaching the continent from Goose Bay, Labrador. The warning was said to have been useful in verifying the efficiency of the Washington Civil Defense System. Civil Defense officials declined to comment on the incident."[cdlxx]

Comment | This case turns out to be not funny. The President was told that forty (40) unidentified flying objects approached the U.S. coastline. These objects were tracked by Radar. Then he is told it is

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nothing but an error. Finally, we have a report that a C-47 was the approaching vehicle.

Are we to believe, one plane (C-47) gave off 40 radar blips because of atmospheric phenomena?

Are we to believe, some Artic cloud formation gave off 40 radar blips because of atmospheric phenomena?

What is the truth, did the radar pick up a C-47 or was it a fleet of UFOs?

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Chapter 9: UFOs / UAPs with windows

When I think of planes, cars, trucks, ships, homes, and buildings, they have one thing in common - "windows"!

Some UFO / UAP reports do not reveal whether a UFO / UAP has windows or doors. The UFO may have been too far in the distance to see a window or door. However, in many other cases, witnesses have confirmed the UFO / UAP has windows and a door or hatch.

Windows are made for one thing: for someone or something to peer out to see what is happening outside the craft. The door is self-explanatory; something or someone inside wants to move in and out of the craft.

This chapter's cases reveal the UFO / UAP encounters where windows or ports were seen with some light coming from the interior.

Arizona man reports Cigar ship with windows: This next case comes to us from the ‘Tucson Daily Citizen’. Mr. Johnson explains that on his way home, about 17 miles from Oshkosh, Wisconsin he had his first sighting of a cigar ship in 1947. The ‘Tucson Daily Citizen’ shares: “Now at first, I wondered if maybe it wasn't a new kind of dirigible or something.”

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“It was shaped like a cigar all lit up. Had portholes and you could see people inside.”

“The airborne cigar follows the auto the 17 miles to Winchester.”[cdlxxi]

This is an incredible story, that in 1947, this witness saw people inside the cigar ship!

Man reports two UFOs (800 feet long) with portholes at St. Ann's Hospital, Ohio: On July 31, 1949, between 7:10 and 7:20 pm a man visiting his wife at St. Ann's Hospital witnessed a flying object. St Ann's Hospital is in Columbus, Franklin County, Ohio.

The object was a flying spaceship with red stripes and portholes hovering overhead. The witness first observed the mechanical device about 5,000 feet in altitude traveling in a westerly direction. The object was oval, grayish blue and nearly five times the size of the Navy Plane "Constitution."

He reported seeing no exhaust trail or hearing any sound. While watching the object with his sister, he observed two flares drop from the unusual craft. These flares were the size of an average searchlight or floodlight and illuminated for about one minute. The flares remained stationary for a few minutes near the large object. They then turned yellow and then extinguished. After the flares went out, a sphere dropped from the UFO and settled underneath it. The sphere was a brilliant white and about one fifth the size of the setting sun. The large object and sphere then appeared to rise, and both disappeared into the clouds. The observer stated he did not say the UFO was a "spaceship" but he was pleased the government was questioning him.

Another witness came forward also seeing the floodlight shaped objects. He also agreed with the first observer that the objects made no sound and had no exhaust. Interviews and statements recorded. The reports were prepared and then forwarded to the Director of Intelligence, General Staff, Department of the Army in Washington (DC). The reports funneled through Fort George G. Meade, Maryland. Wright Patterson Air Force Base, (OH) received a

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report. The Air Force concluded the object seen was an "Aircraft." [cdlxxii]

The navy constitution was a Navy transport plane built in 1946 by Lockheed. The Navy Constitution plane was 156 feet long with a wingspan of 189 feet. If this object were five times the size of the Navy Constitution, the object would be around 800 feet in length.

Figure 11 - Navy Constitution, [cdlxxiii]

Former Air Force men report Disc with windows over Texas: This next case comes to us from the 'Big Spring Herald'. Around 9:00 pm 1950, Mr. Bill S. (a former Air Force officer) and his wife observed a UFO, some twelve miles south of Big Spring. The couple had been driving their car on the Garden State highway, Texas.

As the couple approached the top of a hill, Bill saw a light in the sky low on the horizon. He first thought the bright light was from an oil flare, but when he looked back, it was already 35 degrees off the horizon and coming fast towards his position.

Just about the time his wife saw the object, she slammed on the brakes. The UFO moved past over their car and after a few seconds disappeared due north. As they stood watching, Bill's wife said: "My God, what was that?"

According to the newspaper, Bills impression said: "it looked like the tip of a welding torch, a fine blue flame, not hot, with a row of windows with dim blue lights." He shared: "I couldn't tell the shape of it exactly, but it could've been cigar-shaped or saucer-shaped. The

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UFO made no noise whatsoever, and it was traveling much faster than anything we had back then". Bill estimated the object with windows had to be speeding along at least 1,500 miles per hour. However, according to other calculations, the craft could have been going much faster at 3,600 miles per hour. With the possibility of being ridiculed, the couple was reluctant to come forward and tell their story.[cdlxxiv]

Reverend drives under 100-foot diameter disc with windows: This next case comes to us from the NICAP Bulletin. On November 5, 1955, the Reverend Kenneth Hoffman, Lutheran Pastor and his wife of Cleveland Ohio witnessed a large elliptical UFO. They observed the flying object as they attempted to drive under the hovering device. The diameter of the object was estimated to be 100 feet, and it was a disc. Its color was pearl or gray aluminum. The Reverend figured the ship was and 500 feet off the ground. The UFO had eight observation windows that were approximately 8 feet by 10 feet in size from which light appeared. The sighting lasted about 10 minutes. The Reverend and his wife commented; "The light rays were so bright that we could see the air dust in them." [cdlxxv]

A Wisconsin couple see a UFO with Windows: This next case comes to us from the 'Wisconsin Herald'. Sometime in 1956, Mr. and Mrs. Pearson reported a UFO in Ellsworth Wisconsin. Mrs. Pearson was near her home when she spotted a bright object in the sky. According to the Herald newspaper, she awakened her husband and asked him to look at the strange phenomenon.

"He says a bright object, apparently about 30 feet in circumference, seemed to hover in the sky about 60 feet above the ground. It was rimmed by six lights that flashed on an off, first with a strong reddish-orange color and then fading to yellow. There seemed to be a few windows through which lights gleamed.

The paper says, the "Pearsons had about one minute to observe the object, which disappeared over the hills."[cdlxxvi]

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Christian man observes large Cylindrical UFO with windows: On September 3rd to 6th, 1961 a massive cylindrical "Cigar" shaped UFO with windows flew over Chippewa Falls, Wisconsin. During several evenings an unusual sighting occurred over the observer's mother's home. The person making the report was a student at Wisconsin State College of Eau Claire and stated he had been trying to understand what he saw.

On this one evening, the object appeared not more than 1000 feet from the observer. The speed of the UFO was "moderately fast." The craft was like that of a large passenger plane with several windows. Though he could not make out its shape, he said it was big and long.

The lights on the craft were extensive. In their write up to the Air Force the observers mentioned it was "all lit up with yellowish orange lights. It looked like a passenger plane with its interior lights on.

Quite unusual was the fact none of its lights were flashing. They all burned a steady yellowish glow. A bright orange light appeared on the rear of the UFO. The observers said: "I always thought planes had to have a red light on one wing and a green one on the other, both flashing. This craft had no such lights. We watched it for about 20 to 30 second as it traveled out of sight. We listened to see if it was a plane. It made no sound!" [cdlxxvii]

The Air Force Aerial Phenomena unit at Wright Patterson returned a letter to the observer stating the report lacked specific information. They pointed out some aircraft lights do not flash and that balloons carry running lights not in the configuration as planes. The Air Force did not pursue the investigation of this UFO sighting.

130-foot-long UFO with windows and lights near Keesler AFB: On June 9, 1962, a 45-year-old woman was fishing off a pier at the foot of Pat Harrison Avenue in Biloxi, Mississippi, when she noticed what she thought was a large airplane coming out of the east. She was fishing in Biloxi Bay in the vicinity of Keesler AFB. As the craft approached, she was curious about the lack of engine noise.

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The UFO crossed in front of her, zooming westward at fantastic speed. In a matter of 5-6 seconds, the thing disappeared into some clouds.

The file indicates: the object made no sound and was a color of soft silvery gray. She mentioned that it was the size of a C-124 fuselage but had no tail or wings. The drawing in the file indicates either a disc or some sort of cigar shaped ship with windows. She mentioned the object had a line of light or lights through the center resembling windows of a passenger train at night. The middle light in the center appeared brighter than the windowed lights to the left and to the right which suggested to her; this was a round object.[cdlxxviii]

The Douglas “Globemaster” C-124 was 130 feet long and had a wingspan of 174 feet. This UFO was over 100 feet long (1/3rd the size of a football field)

Military Police report 200-300-foot diameter craft with windows: Around 9:30 pm on September 25, 1962, military men observed a 200 to 300-foot diameter saucer with 20 evenly spaced windows moving over Arlington Heights, Lake County, Illinois. For three to four minutes the observers reported seeing the giant 200 to 300-diameter object. The object emitted a noise similar to a whining jet as it rotated slowly at 1,500 feet.

The object circled then hovered, then left at a high rate of speed. There were several witnesses including Military Police. A Teletype message was prepared and sent to the following commands: 1) 30th ADIV Truax Field (WI); 2) ADC Ent Air Force Base (CO); 3) AFSC Foreign Technology Division Wright Patterson Air Force Base (OH); 4) HQS USAF AFCIN Washington (DC); and 5) SAFOI Washington (DC). The Defense Intelligence Agency (DIA) received a copy of this report. [cdlxxix]

The Air Force concluded the UFO was "unknown." Other comments in the file led one to assume that the Air Force considered a possible aircraft with advertising lights. Buried in this report was another case from August 7, 1963, in Chicago.

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75-foot diameter disc with windows hover near home: On October 2, 1965, around 8:20 pm a woman observed a UFO in her yard in Cincinnati. She became aware of a foul odor and had a "feeling of being watched." She looked out her window and saw a brightly colored oval-shaped object with portholes. The disc was believed to be 75 feet in diameter with red, green and white lights moving around the rim.

The craft was hovering a few hundred feet away from the house just above the ground. She then woke up her husband who saw the same thing. Researcher Dr. Stringfield who studied this case, pointed out the husband decided the object was not a plane when it cut back and hovered for ten more minutes. The female witness called her daughter about a mile away to alert her husband. The two observed the same object.

They contacted a neighbor who happened to be a Naval Reserve Officer who then looked through high-powered binoculars. What he saw alerted him to the fact it was a massive disc, metallic in color with square windows emitting yellow light.

Figure 12 - Massive UFO with Square Windows

The unidentified craft then wobbled and zipped off into the sky. During the sighting the dogs in the neighborhood were barking, and the hair on the family cat stood up straight up.[cdlxxx]

Coast Guard Cutter Legare reports UFO with windows: On March 20, 1966, around 1:25 am three men aboard the coast guard ship "Legare," moored at a USCG dock watched a UFO hover over two homes at Surfside (Freeport), Texas. The UFO had an orange glow and windows or ports. The observers were: the Quartermaster and off-duty COD and a third person that engaged the ship's generator after the shore power failed.

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The observers could see the lights in the two houses nearby, blink on and off very rapidly and at an intensity remarkably brighter than usual. Immediately following this, all power in the area was cut. Then they watched as a strong blue flash of light, erupted between the two houses.

To the right of where the blue flash occurred an "eerie" glow of white light appeared. They could then see the craft hovering 300 to 500 feet off the ground. The QM was ordered to get a camera; however, upon his return, the object left the scene. The Radio officer on the ship said he witnessed the huge object in the sky, which was "oval" in shape.

Using his binoculars, the UFO was orange and had windows or ports with a hazy appearance in the interior. After a while, the object slowly rose about 1,000 feet, emitted a blue glow, then disappeared. Shortly afterward, two bright lights shot up from the ground and vanished within seconds. An extensive power failure occurred in Freeport about two hours earlier (11:10 pm). The Air Force file also reveals other sightings were reported the same day in Houston, Texas, and Michigan. The Commanding officer spoke to all three witnesses and believed that the men had seen some flying object.[cdlxxxi]

As an aside thought, UFOs have been documented since the 1960's, as the cause for blackouts and brownouts in Connecticut, Minnesota, Mexico, Canada and other states. This very subject was brought up to Congress in the 1960's with Dr. James E. McDonald.

Seminary student sees Cigar UFO with windows: On November 22, 1966, around 11:50 pm a seminary student for the Catholic priesthood observed a UFO while in Rocklin, California. The object headed towards the town along the horizon and then reversed course and came back. The student observed the object for 30 minutes and appeared to be two times the size of the planet Venus.

The UFO had a cylindrical body with lights which appeared to be windows. The object hovered, disappeared and reappeared. As it moved, the craft would be traveling between 0 and 100 miles per hour. During the flight, the student observed the object become

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brighter, and when it stopped, it would dim until hardly visible. The UFO was at a distance of 1500 feet from the observer. The color of the object was a bright orange-yellow color and as it approached it stopped at random as if a pilot was contemplating what to do next. The Air Force stated this case had insufficient information to classify the sighting. [cdlxxxii]

100 feet long Cigar-shaped ship with windows: On March 3, 1968, around 8:43 pm churchgoers including the town Mayor were talking in a parking lot when they witnessed a light traveling across the southwest horizon of Nashville, Tennessee.

The object appeared the same color as the stars in the night sky though somewhat more significant. It traveled in an arc rather than straight. The UFO had an "orange-colored" trail of light behind it. One person blurted out. "You know what we're seeing, don't you"? It was then all three noted it was heading for all three of them.

The principal witness, a woman, felt an emotional impact of what was coming towards them. She shares:

> **"The impact, I am referring to is the impact on my emotions, for, with breathtaking suddenness, the "thing" was nearly overhead and seemed to be quite large and close! The "thing" looked like it was headed directly over the far corner of the house."**
>
> **The UFO looked "like a fat cigar, in my estimation. I was impressed that it seemed of considerable size – the size of one of our largest airplane fuselages, or larger." "It appears to have square shaped windows along the side that was facing us."**

The observer stated the object appeared metallic and seemed to have a "riveted together look."

> **"The many windows seemed to be lit up from the inside of the fuselage with light that was quite bright. This light seemed to be about the same color as light coming from the**

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windows of our home. The windows took up 2/3rds to 3/4ths of the fuselage near the front of the object. There were no blinking lights as we have on our planes. "From out of the back end of the fuselage came a full (roughly the width of the fuselage) long, a reddish-orange yellowish stream of dusty fire. It seemed as though particles of dust were on fire."

As to sound, the observer said she listened for it: "but didn't hear even a whisper." "This was the most eerie part of my whole experience!!". After the sighting, they agreed not to report it, as they thought it would be in the papers the next day. They agreed it was between 1,000 to 5,000 feet in altitude heading southwest. They also agreed it was one of two things:

1. A craft of top-secret category from our Earth, or
2. They had seen a craft from "Outer Space."

In further testimony, they counted what appeared to be ten windows on the craft and drew the object for the report. The story was carried in "The Nashville Tennessean" for March 4, 1968. People from all over the country witnessed this bright object, which traveled at a high rate of speed with no noise. Project Blue Book record also reflect officials at Berry Field Airport had received numerous calls on the object. Furthermore, similar sightings were in Little Rock, Memphis, Jackson, Lexington, and Roanoke (four states). An FAA official said many sightings occurred all over the southeast. [cdlxxxiii]

UFO with Portholes seen at Piney Creek Chews Ridge: On May 5, 1968, two ladies, observed four objects while fishing on the morning of May 5 in the area of Piney Creek Chews Ridge Look-Out about 35 miles from Salinas and Monterey, Calif.

At 10 am the two observers were fishing at a reservoir on a private ranch. Their husbands were a few miles away herding cattle. The ladies heard the sound of a motor and thought the men were coming back in the pickup truck. Then they both spotted four metallic-

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appearing objects, oblong and slightly flat, with apparent size about that of the full moon. They were up Piney Creek Canyon and maneuvered in a manner that suggested that they could not possibly be conventional aircraft.

The women estimated the distance of the objects to be about four or five miles away, and they seemed to bob up and down incessantly. At one point one of the four objects left the others and appeared to approach the observers a short way, then rejoined the others. No details such as "protuberances" or "portholes" were observed.

Finally, two of the objects headed toward the west and disappeared within a few seconds. The observers did not see the other two leave. [cdlxxxiv]

To our knowledge, the Air Force did not review this UFO sighting. We were unable to locate the case in the US Air Force Project Blue Book Files for 1968.

Three UFOs with portholes chase Wright Patterson Air Force Base Jet, Radar confirmed presence of UFO: This next case is from researcher Leonard H. Stringfield and can be read in full from his book: "Situation Red, The UFO Siege."

On May 6, 1975, three UFOs chased a test pilot flying east of Wright Patterson AFB, Ohio. The objects were said to be silver in color and flying in formation and at an unknown distance.

As the objects came alongside the jet, he observed the vehicles as being silver discs. Each disc was quite large and had portholes. The pilot feared a collision and took evasive action by descending his plane to the deck (about 1,000 feet in altitude). The UFOs held tight to the Jet's every move. The pilot then shot up to 3,000 feet, and the UFOs again matched the moves of the pilot. The UFOs continued matching movements with the pilot for one hour. During the encounter, the pilot reported his electronics went "haywire" and then admitted he had lost a sense of time. An engineer who was present during the debrief confirmed that base radar confirmed the presence of the objects around the jet.[cdlxxxv]

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Chapter 10: Antigravity and Electromagnetic effects of UFOs / UAPs

THE ALIEN CRAFT'S PROPULSION SYSTEM PRODUCES ITS OWN GRAVITATION FIELD, REPELLING EARTH'S GRAVITATION EFFECTS.

Bob Lazar and Antigravity Propulsion

Retro engineering Antigravity Propulsion Alien Technology: Luis Elizondo was the former director of the Pentagon's Advanced Aerospace Threat Identification Program (AATIP). In his position as an Intelligence officer, he followed the development of UFOs' study for the U.S. government. Until recently, this position and the many videos of U.S. Naval Aircraft chasing UFOs were classified.

Scientist Bob Lazar: The U.S. has had the desire to study Antigravity Propulsion Alien Technology since the 1960s when over 49 programs were sponsored by private industry and military departments.

In the 1980's when Bob Lazar, in his 20s, became employed by EG&G at S4 just south of what we know as Area 51. It was here that this young man, a former scientist at Los Alamos Labs, came to study the propulsion system of one of nine recovered alien vehicles.

Bob was allowed to assist other scientists in retro-engineering the propulsion system of a captured UFO. He and his fellow scientists made small but unbelievable discoveries to understand these flying objects' technology assumed to be created by advanced civilizations.

The Propulsion Drive Engines: The particular anti-gravity propulsion system in the small craft was contained in a small size,

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approximately 2 feet high by 4 feet long. The top part of the device was a semi-dome like a large upside-down bowl.

According to Bob Lazar, the device was something present-day technology could not replicate in the late 1980s. Yet, we could understand the power being emitted by this small device was equivalent to the Hoover Dam's power outage in Nevada.

Such a small device containing such immense power was not possible for modern human technology. Furthermore, as Bob stated, the propulsion device was cool to the touch, while emitting large amounts of energy. To him, this discovery was interesting because it defied the human understanding of the principle of thermal dynamics.

Element 115 (The Fuel): A stable form of element 115 fueled the propulsion drive. Bob Lazar claimed the scientists discovered the stable form element 115 while in the alien craft. When Bob first discussed element 115, in 1989, it was not a periodic element. Element 115 did not become an official addition to the periodic tables until 2003, when Russian and American scientists developed the unstable version 115. The U.S. and Russia are continuing their efforts to establish a stable form of element 115, like the version found on the alien spacecraft.

Electromagnetic Waves (The highway): The propulsion system in the alien spacecraft allowed it to travel along the electromagnetic waves. Bob mentioned the alien craft created an electromagnetic field, which interacted with the earth's electromagnetic field. Like two magnets repelling one another, the alien craft could repel the earth's magnetic field and move along magnetic waves.

In the 1950s and 1960s scientists would acknowledge these alien ships emitted "anti-gravity" propulsion but we had no way of knowing how it worked. Despite knowing this, these early scientists did not know these alien ships would travel electromagnetic waves.

It was not until recently 2017 that scientists admitted that through out space in the universe has electromagnetic fields. These magnetic waves act as a highway for alien spacecraft to travel between worlds (e.g. colonized planets) using their propulsion system.

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UFO / UAP Flight Dynamics: Bob was able to see a demonstration of the unusual flight characteristics of one of the recovered alien crafts. The crafts executed 90 degree turns with no inertia impact on the pilots. Because the propulsion system created its magnetic field around the ship, people inside the flying object did not experience earth's G forces on their bodies when the ship made radical moves. In other words, when the crafts propulsion system was in operation, the entire craft became surrounded in its gravity field. Bob admitted, in the 1980s, humans had nothing that could duplicate this technology. Furthermore, these recovered ships were prized possessions of the government.

We are grateful for Bob Lazar and sharing the truth with the world.

Canadian Researcher Wilbert B. Smith

The propulsion systems of UFOs cause an electromagnetic disturbance on ground vehicles (Cars, Trucks, etc.) and aircraft.

Canadian Researcher Wilbert B. Smith said to an audience in Vancouver that Canada, the United States, and other countries lost pilots while chasing UFOs. The loss of pilots was a direct result of our jet fighters being in close proximity to the UFO propulsion, which produces a reverse electromagnetic field. The saucer’s production of its own electromagnetic field counterbalances the earth’s gravitational field which allows the UFO to remain aloft.

The saucers “electrical field” produced side effects to military planes. Smith declared: “Studies were undertaken and soon discovered these forces would act on the weak riveted joints of our fighter planes”. As a result, the wings or tail sections of the plane would come apart allowing the pilot to fall to his or her death and the loss of aircraft.

In essence, our interceptors would “disintegrate" while flying near UFOs. Wilbert B. Smith said two recommendations came out of this study which was then relayed to proper U.S. Military and Government authorities:

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1. Our planes were to give UFOs a “wide-birth” to not be in the vicinity of such fields;
2. Retrofit all new and existing planes to have stronger seals (riveted joints or connections) on wings and tail sections to prevent disintegration in the future.

UFO causes “electromagnetic interference” at Camp Hood: On March 31, 1949, around 10:50 pm a 1st Lt at Camp Hood reported seeing an object that was round, the size of a basketball (at arms-length) that traveled parallel to his vehicle at an altitude of 2,000 feet. The luminosity of the object was described as very bright and had a color between fire color and white. The witness tried to reach base by radio, but there was interference when it passed over his position. The Air Force labeled this incident as a "Meteor.[cdlxxxvi]

Electromagnetic effects on two separate B-25 compass’s: The following case comes to us from Air Force files, Robert Klinn and David Branch and the ‘Santa Ana Register’ of California. No one source had all the facts in this case. However, we now know American Physicist, and UFO researcher Dr. James E. McDonald investigated the case, and thanks to his work were able to secure the following information that was not in the Air Force Blue Book files. In fact, the Air Force file determined the case could not be concluded, due to: “insufficient data for analysis’.

The information below the case was solvable with the testimony of the crews and pilots of both B-52 bombers. The notes below are from the records of James McDonald:

The Case:

It was 8:00 pm January 16, 1957, when a significant UFO incident occurred over Lubbock Texas. McDonald shared the following in his notes:

"I spent an hour taking down notes in a rather interesting incident that occurred when Colonel Wright --then Lieutenant Colonel Wright-- was piloting a B-25 from Birmingham, Alabama, to Reese Air Force Base in Lubbock.”

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On the 16th of January 1957, Colonel Wright had cleared Fort Worth at about eight o'clock in the evening and was flying around 8,000 feet, when all of a sudden a light about forty-five degrees was spotted to the right and two o'clock high.”

Wright pointed it out to the copilot, who at first thought it might be a jet afterburner on the tail noticed a kind of a soft white flow. But when the object moved abruptly from two o'clock high to three o'clock level, neither Wright nor the copilot proposed that it was a jet tailpipe.

As soon as it got off to starboard wing level, it began to blink an erratic pattern. It was a little bit smaller than the moon, according to Wright. And it stayed with them for approximately an hour, about 200 miles --maneuvering off the starboard wing, back and forth. They also noticed the craft would sometimes suddenly accelerate forward thirty or so degrees and hold position there, and then rapidly move back. Wright shared it sometimes went up, never went down very far, occasionally came in and then back and forth, and was jerking erratically.

“They had an hour to think this thing over and to get on the radio and to try to arouse towers and so on. They never aroused anybody else who was watching it. But others were, it turned out later.”

'They noticed the blinking pattern and wondered if it was any Morse (Code) sequence. And Wright explained that he got the crew chief to hold a stopwatch, and they timed it using a timed and verbal counting and rotation technique.

“They got four or five pages of dash-dot-dash which, when they finally turned it over to the Ent Air Force Base people who went over it the next day, made no sense at all.”

"Now I found the report on this in the Blue Book files --a TWX was filed the next morning by a lieutenant colonel in charge of operations there. The most interesting part of the entire sighting didn't even appear in the TWX.”

“Why? Because Air Force Regulation 200-2 that promulgates the original outline of the questions that are to be asked of the witness doesn't have enough flexibility to cover many of the most

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interesting parts of sightings, and very frequently when you have nothing but a 200-2 report, you have lost the very guts of the report."

“But Colonel Wright had gone into some detail to me about what had most concerned him during the sighting.”

“Their radio compass, at all times that the object was nearby, instead of pointing to Lubbock where they were heading --was following the UFO. This implies that it was putting out either tuned or conceivably broadband RF signal whose intensity exceeded that of Reese beacon that they were holding on. And that is one of a very large number of electromagnetic effects that have been reported, frequently as reliably as this, from UFOs.”

“Now they landed. Reese got the OSI (Air Force Intelligence) Base officer down there.”

“While Wright and the copilot were pouring out their story, a second B-25 came in, and its crew had the same story -- the same experience in the area northwest of Fort Worth.”

'They refueled Wright's B-25.” “OSI got a photographer and went up and flew for four hours hoping to get some further information, but nothing else happened.”

“The two B-25's --a half-hour apart in time --both reporting essentially the same behavior of an unconventional luminous object that had enough electromagnetic output in RF frequencies to swamp a beacon signal.” “It's in the Blue Book files. I don't think anybody ever heard of this case before. Wright had never mentioned it publicly. This represents a whole broad category of hidden UFO reports."[cdlxxxvii]

A police officer investigates 200-foot-long UFO hovering over a field in New Mexico, electromagnetic effect on Trucks engine: This next case comes to us from several sources; The ‘Lubbock Morning Avalanche’ and ‘The Report On Unidentified Flying Objects’, Edward J. Ruppelt. This report does not appear in Project Blue Book, though the Police commonly forwarded their UFO reports to local Air Force Bases.

At about 10:50 pm on November 2, 1957 night radio dispatcher A.J. Fowler heard the phone ring at police headquarters.

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He picked up the receiver and found himself talking to a 30-year-old farm hand Pedro Siado (or "Saucedo" depending on the newspaper account consulted). Mr. Siado was very excited, but he managed to relate to officer Fowler his version of what happened.

According to Siado, he encountered something unusual while he was driving west on Route 116 near the hamlet of Pettit. Kith Siado at the time was with his friend Joe Salaz. Siado told officer Fowler: "We first saw a flash of light in the field to our right, and we didn't think much about it.

Then it rose up out of the field and started toward us, picking up speed." "When it got nearer, the lights of my truck went out, and the motor died. I jumped out and hit the deck as the thing passed directly over the truck [at an estimated 200 feet] with a great sound and a rush of wind. I felt a lot of heat. Then I got up and watched it go out of sight toward Levelland." Siado said: the thing was "200 feet long," and looked like a giant torpedo or rocket."

"After the massive object departed, Siado got back into the truck where Joe had remained seated. Siado had yelled to Joe to jump clear, but the fellow either froze with fear or was too dazed to think. According to the witnesses, the headlights had come back on by themselves, and the truck's engine started without any hesitation when Siado turned the key in the ignition. Both men were so frightened by the experience there first thought was to call the police. They drove west to the little community of Whiteface where they stopped at a feed mill and asked to use the phone. While they were making their call, a man at the mill said: "...someone else had just told him about It." (e.g., the UFO).

"Officer Fowler sent a patrol car out to the "Siado encounter site" on Route 116. A quick search of the area turned up no sign of anything unusual. At approximately 11:00 pm., ten minutes or so after Siado called, officer Fowler contacted nearby Reese Air Force Base and inquired about a possible aircraft in distress. The base Provost Marshal's Office said they did not know about any problem. Authorities at Reese kept in touch with the situation by civil police radio channels."[cdlxxxviii]

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According to USAF Captain Edward Ruppelt, the object was coming closer to the truck. He shared their story: “It seemed to be paralleling us and edging a little closer each time. The thing passed directly over my truck with a great sound and rush of wind." "Saucedo later told Sheriff Weir Clem, after he started his truck and had driven back to Levelland. It sounded like thunder and my truck rocked from the blast. I felt a lot of heat." The "thing," which disappeared across the prairie, looked like a "fiery tornado.[cdlxxxix]

Sheriffs and deputies report 200-foot-long UFO causing electromagnetic effects in Texas: On November 3, 1957, several electromagnetic effects on passenger automobiles were reported over Texas. In each case, the passenger cars approached a sizeable egg-shaped craft while their car engines failed. The engine restarted after the object rose and departed.

The ‘Dallas Morning News’ shared: “Sheriff W. Clem knew about one witness who had fainted during the ordeal.” Also, a: "West Texas congressman was calling the Pentagon to get an explanation." “Police Patrolman A. J. Fowler on duty at Levelland said 15 people told of getting a look at the object.” He commented: “they seemed to agree that this something was 200 feet long, shaped like an egg and was lit up on fire – but looked more like neon lights.” “They said it was about 200 feet in the air, and when it got close car motors and lights would go off.” [cdxc]

The ‘Fort Worth Press’ shared:

1. The UFO: “was said to be brilliant red in color.”;
2. “James D. Long of Waco was out of his car around 1:15 am to watch the large object ascend straight up. Just before his engine and headlights suddenly died.”;
3. “Two other men in Levelland also experienced their car engines and headlights going out.”;
4. "Sheriff Clem and his deputy Pat McCullough watched the object streak across the sky in front of their squad car. To

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them, it looked like the "setting sun.[cdxci]

The ‘Flying Saucer Review’ provided Sheriff Clem’s responses to a local reporter:

1. "James D. Long, ….. drove up on it sitting' on the highway on the farm-to-market road.";
2. “it was sitting in the road”;
3. “his car lights shined on it just as plain as could be and he had made his stop and presumably to get out,”;
4. He said: “this thing lit up”;
5. "his lights went out, and his motor died.";
6. Long said: “it was egg-shaped -- the best he could figure it looked like a big egg."

The Reporter then asked: 'Was it spherical --I mean by that, was it a solid object or did it appear to have windows or openings in it?" The Sheriff responded:

1. “that he did not give us at all;
2. he said it just looked like an egg-shaped,
3. big oval, egg-shaped object."[cdxcii]

Another egg-shaped craft – this time “500-feet-long”: For National Security reasons, I believe the Air Force attempted to discredit this next report. The following UFO case was in many papers across the country. A missile engineer observes a sizeable unidentified craft flying over the New Mexico highway disabling his car and several others.

Motorists stranded along the highway wondered what was going on. The ‘Fort Worth Telegram’ informs its readers that on November 4, 1957, James Stokes, a missile engineer from Holloman Air Force Base at Alamogordo New Mexico reported a giant flying egg on U.S. 54 between White Sands Proving Ground and Alamogordo, New Mexico, Monday evening. The brilliant colored egg-

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shaped object reportedly shut down automobile engines as it flew over the highway with its electromagnetic (or electrogravitic) propulsion system it had on board.

According to the story, the witness reported the egg-shaped craft object coming from the northeast. Stokes own automobile radio faded and died, then his car engine stopped. It was then he looked up and could see several other cars along the road had also stalled. Looking up into the sky he said:

1. “I saw a brilliant colored egg-shaped object making a shallow dive across the sky to the northeast.”
2. “Then it turned and made a pass at the highway and crossed if not more than two miles ahead.”
3. “Then it moved toward White Sands Proving Ground.”
4. “As it passed I could feel a kind of heat wave, like radiation from a giant sun lamp. But there was no sound.”
5. "It had no visible portholes, and there was no vapor trail. When I got back to my car and checked the engine, I found it intact, but the battery was steaming. But the engine started with no difficulty." [cdxciii]

An AP News article from the ‘Washington Evening Star’ (found in the Project Blue Book file) shares: James Stokes an engineer for the Air Force Missile Development Center at Holloman Air Force Base, Alamogordo, New Mexico observed a 500-foot long Egg-shaped UFO.

Ten other automobiles came to a complete stop off U.S. 54 between White Sands Proving Grounds and Alamogordo, New Mexico. The following description of the encounter with this UFO encounter is it:

1. “was 500 feet long,”;
2. was “nearly as bright as the sun”;
3. “approached the cars from the northeast”;
4. caused the “radio in the car to fade and died”;

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5. caused the “car engine to stop”;
6. made a “shallow dive across the sky to the northeast”;
7. "traveled at an estimated 1,500 to 2,500 mph. (Note today's F-18 max speed is Mach 1.8 – about 1,500 mph depending on the temperature and other factors).”
8. “moved away from the onlookers towards "White Sands Proving Ground to the southwest,"
9. “made no sound (it was silent),”
10. “gave off a slight heat wave, “like radiation from a giant sun lamp”;
11. Gave off "no vapor trail,"
12. Had the “color of "mother of pearl,"
13. “appeared flying between 3,000 and 5,000 feet in altitude, [cdxciv]

Of significance was the fact, a Mr. Allan D. Baker takes a picture of the massive object. But all photographic evidence was removed from the file. We do not know if the Air Force or another U.S. Government agency confiscated the evidence.

The Air Force file confirmed Mr. Allan D. Baker of Las Cruces; New Mexico took pictures of the unidentified flying object. A Lieutenant from White Sands confirmed the sighting of a similar object(s) and was further substantiated by two distinct military patrols on duty the prior Sunday. These separate reports were of the same object yet witnessed in two events some 17 hours apart.

According to researchers, it appeared the military base played down the story in that the Information Officer stated the object was 200 feet long and 75 feet in diameter. Whether the size discrepancy was an oversight or intentional, we do not know. What we do know is some of our most prominent bombers during that era; the B-29 was around 100 feet long. The Air Force concluded that this case was "a Mirage or Psychological effect.[cdxcv]

The ‘Washington Daily News’ confirmed the 500 feet long description as relayed by James Stokes. The article also provided the UFO was hovering over the former "Trinity" site on the previous

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Sunday when spotted by the two separate military police. The Trinity site is where the first atomic bomb had exploded in 1945.

A Tele-typed two-page document from UP news attached to the file provides more information about this event. In a taped interview with the News Director of station KALG in Alamogordo, it was shared: "the first indication that something was out of the ordinary was a gradual fading of the radio in his automobile." While James Stokes manned his automobile, the car engine died and he noticed several other cars on the highway had stopped.

The article continues with the occupants were getting out of their cars and pointing to the sky. Then the UFO wheeled and made a pass at the highway, across the road not more than two miles ahead.

Stokes then said he took out a notebook and wrote down everything he saw. After the object left the area his car started and he immediately headed for a phone to notify officials at the Air Force Missile Development Center at Alamogordo.

When stokes returned home, he realized he had a severe sunburn. He believed this was from the strange egg-shaped craft. The critical point was that Stokes stated most of the motorists who saw the object were engineers or technicians who worked on Rocket projects at White Sands. He identified two of these individuals.

Though names in the files were "redacted by the government," it is believed one of the individuals who took a picture of the object could have been one of two names he provided in another document. Two other unnamed motorists reported that they saw the same object near the Oro Grande missile testing range about 50 miles north of El Paso. This report on the UFO case is in the El Paso, ‘Texas Herald Post”.

The exciting thing about this sighting was the effects were identical to Mr. Stokes. One of these motorists reported: "As I approached, the motor of my car went out, and the radio went dead. “There was no noise.”.

The observer continued: "The glowing shape was about 1,500 feet high. It seemed to be a material object. I watched about 15 minutes when it disappeared". [cdxcvi]

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Colonel John McCurdy, Public Information officer for the White Sands Air Force Missile Defense Development Center, questioned Mr. James Stokes. The information points out that Colonel John McCurdy was personally satisfied by the story.

On November 5, 1957, a new UFO report was provided by Don Clark, a Radar technician, stating: a “Stationary Cigar Shaped Object” giving off an orange glow was seen over the San Andres Mountains at 4:34 am. “This hovering object was 300 feet long and 100 feet wide.” The contents of this Air Force file share: James Stokes was emotionally impacted by what he saw. He not only immediately contacted the base to inform was he saw but was later quoted as saying: "I was shook…I believe the object or phenomenon was controlled by an intelligence.”

Colonel McCurdy stated that Major General Leighton I. Davis, Commander of the Missile development Center ordered an official investigation of the reports. One final comment made by the Colonel was: "other scientists at the center had their theory about what the object might have been, but he would not discuss the theory." [cdxcvii]

The ‘Journal Herald’ of Dayton, Ohio mentioned some of the statements above, but also added, "Leonard Hardlund, Chief Engineer for the National Inventors Council, said: "a device that could stall autos or other mechanical equipment is one of the things the armed forces would like to see developed." [cdxcviii]

I noted in my research the Air Force conducted a full investigation of some of the witnesses, mainly Mr. Stokes, and the four Military policemen. It appeared evident that the Air Force did not interview or did not disclose it interviewed the other witnesses on the events for the evening in question. Critical Questions I have in this case are:

1. If Stokes told the Air Force the two other names of scientist technicians, why were those names not in the reports? Indeed, the Air Force would have been able to find these two individuals as they worked at the base facility.

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2. What about the film taken of the UFO? Where is it and how come the Air Force never released it to the public?
3. Were the final reports kept secret? It appears yes, as they are not in the military declassified records.

The Air Force report of the incident was quite critical of the young observers noting they all appeared "impressionable" and "not particularly observant or analytical". Further, the Air Force report writer seemed to be upset with the fact the individuals went to the papers first and had discussed amongst themselves what they saw (sharing stories).

We can see from early Air Force memos to military personnel all such UFO cases were to be reported to their superiors and with appointed UFO personnel. JANAP procedures specifically stated all such reports were not to be shared with the news media.

As one reads the report, it appears the Air Force was trying to discredit the truth given by the observers. To talk to the press, the observers would have to approach their superiors to get clearance.

Apparently, Mr. James Stokes had done so in this case. Besides working on projects as an electronics technician with the High-Altitude Test Division at Alamogordo, he had been a Navy veteran of 24 years. This gentleman was intelligent and trying to do the right thing.

The Air Force pointed out some inconsistencies with Mr. Stokes earlier reports to the press after interviewing him. Though Mr. Stokes was confident in what he had seen and contacted the base to report the event, they noted the sunburn he mentioned in his first reports had not occurred. Even though Stokes had cleared his statements for the press, it seems the Air Force was upset he had released his story before clearing his comments with Washington, D.C. officials.

Pentagon dispatches an investigator to study electromagnetic effects: On November 5, 1957, the official investigator of the Levelland manifestations showed up in town on the 5th.

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The individual was in civilian-attire and told Sheriff Weir he was the "official Air Force investigator" but otherwise refused to reveal his real identity. According to the reports, he mentioned he was from Air Defense Headquarters in Colorado via Reese Air Force Base, but that's all.

A uniformed Army man accompanied the official investigator, apparently serving as some aide. Fortunately for UFO historians a Levelland dirt contractor, R.B. (Bobby) Taylor, followed the "investigative team" for some time out of curiosity. The investigators didn't object.

Mr. R.B. Taylor reported: "All he did was take statements. He had a form four pages long to fill out. It was one of those normal Air Force forms with everything you could think of to ask and then about 26 questions more. He asked for a map of county roads in the Levelland area, so I went over next door and got a map from another contractor, Plains Oil Service Co." Taylor continued: 1) "All he did was mark the four places on the map where it was supposed to have landed. 2) "He didn't even bother to go out and look at the places, the spaceship or whatever it was, landed. 3) “About the only thing he appeared interested in that I could tell was the motors and lights being stopped --but whether he looked at any of the cars, I don't know."

Taylor continued: "He was dressed in civilian clothes, but I noticed he was wearing those black Air Force shoes. He had an Army guy with him, and the Army guy was showing him a lot of respect. This civilian investigator was a young fellow about 28 years old", said Taylor.[cdxcix]

Border Patrol automobile engine fails: On November 5, 1957, a border inspector witnessed an egg-shaped object giving off a blue light come towards his car at El Paso Texas. “As the thing approached, he got out of his automobile to investigate and experienced a sudden failure of his car engine and lights.”

“The inspector stated the object came from the southwest at a 35° angle, making a whirring sound like an artillery shell. It then passed over his car at 30 meters in altitude and moved off to the

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west, changing altitude at irregular intervals. The object lifted vertically when it reached the Franklin Mountains. The incident happened five kilometers Southwest of the International Airport".[d]

60-foot-long egg-shaped UFO causes car engine failure: On November 5, 1957, around 9:30 pm Lon Yarbrough, a civilian cook at Lackland Air Force Base, reported he saw an unidentified flying object in a field off the old Frio City road just outside of San Antonio. "Yarbrough said he was driving his 1957 Mercury home when his radio quit playing. Then his lights dimmed. He looked across a field and about 200 yards away he saw what he described as a glaring white light --like a big neon."

According to his account of what happened, he claimed his auto engine stopped dead. He said: 1) "he stared at the white light for about 10 seconds and estimated it was 60 feet long and 'egg-shaped." 2) "Suddenly it shot up into the air…at about 60 feet, 3) it leveled off and crossed the road just ahead of his car." According to Yarbrough:

1. "the UFO headed southeast";
2. "he could not estimate its speed.";
3. "it made a 'whistling' noise when it went overhead and felt a blast of hot air at the same time";
4. "the object remained visible for only a few seconds, then disappeared";
5. "he didn't know what happened or where the light went."

According to the local paper: "When it disappeared, his lights and radio came on again." He tried the auto's starter, the engine caught, and he fled, he added. He said: "I was scared. Fact is, I'm still scared today."[di]

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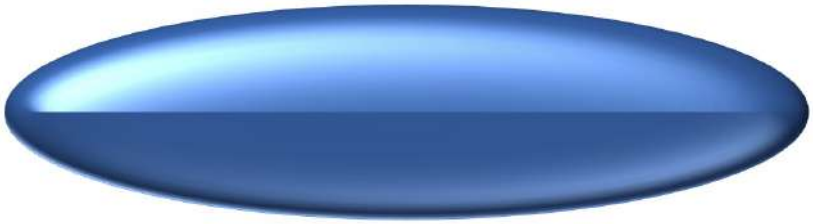

Figure 13 - Typical Squashed Egg-shaped UFO

Air Force officer visits Levelland to discuss egg-shaped UFO and "electromagnetic effects" on cars in New Mexico: This next article comes to us from the 'Dell Rio newspaper'. The U.S. Air Force interested in the study of electromagnetic effects on vehicles conducted an investigation. No official report of this investigation has been released to the public. On November 6, 1967, on Wednesday egg-shaped objects were reported in the skies near Wichita Falls and Midland.

A man said he saw one land near San Antonio Tuesday night (5th) while an Air Force representative attempted to "get the facts" about the phenomenon at Levelland.

An Air Defense Command representative from Colorado Springs, Colo., whom the Air Force refused to identify, offered no explanation but said he was there "only to get the facts," according to Hockley County Sheriff Weir Clem. Officials at Reese Air Force Base in Lubbock confirmed the representative had been there since Monday night.

He talked with officer Clem, who reported seeing the object that stopped car engines near Levelland over the weekend, and other townspeople who said they saw it.[dii]

NORAD sends an investigator to New Mexico to examine the electromagnetic effects of UFOs on Cars: The Egg-shaped UFO phenomenon was so new, it seems several groups within the United States military was interested in the Electromagnetic propulsion effect on planes and automobiles.

On November 7, 1957, according to the 'San Angelo, Standard-Times Texas' newspaper, the North American Air Defense

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Command reported it received over 46 reports throughout the nation last night.

The paper shared: "NORAD said Monday it had sent an investigator to Reese Air Force Base at Lubbock, Texas to probe reports that a bright colored egg-shaped object has stalled automobiles in West Texas and New Mexico. The spokesman for NORAD, Capt. Andy Beasley reported the “accumulated data from our investigations are forwarded through the air technical intelligence center at Wright Patterson Air Force Base at Dayton, Ohio to the Pentagon." The NORAD official stated: “There is no evidence to support the credibility of the flying saucer reports and beliefs.”[diii]

And yet we note here that the Air Force produced no evidence that these strange objects were not from other planets. The only thing the Air Force seemed to prove was that they were good at misclassifying UFO reports. Meteors do not hover over cars, land in fields and then take off.

UFO electromagnetic effects on tv's, radios and cars; Police chase UFO over Indiana: This next case comes to us from several sources, including regional newspapers.

On November 10, 1957, shortly after 7:00 pm civilians began calling the police departments in Hammond and Whiting, Lake County, Indiana.

The ‘Hammond Times’ reported: "three policemen chased the soundless, mysterious airborne device. One officer stated the object looked like an elongated basket with a red light in front and white in the back. The object hovered for a period in south Hammond and moved on. The objects shape could not be determined at the time however the object reportedly emitted no sound."

"One woman reported the thing was over her home. One officer said he could hear nothing but a series of beeps like the squeaking of a dry bearing. The beeping noise caused interference with his radio. Another officer believed he heard a "thumping sound."

"As police were in constant communications with each other and the Nike Missile officials and Civil Defense personnel were notified in the area. It was further determined many civilians reported

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the television and radio set going out during the time of the sightings. Two officers reported seeing an object that appeared "saucer shaped." [div]

Electromagnetic effects impact “cows” in Somerset, England: On October 30, 1964, around midnight four businessmen on a night fishing trip reported an object described as a brilliant red light that lit the fields and the banks of a stream. The location was Somerset England.

A herd of about 50 cows made noise and ran when the object approached slowly at low altitude and hovered overhead. According to NICAP: “The cattle were so terrified by the UFO that the men narrowly escaped being trampled. It was like all pandemonium let loose."

One witness shared: "We hid behind a car so that the cows wouldn't sweep us into the water." After a few minutes, the object accelerated and disappeared, and the cows quieted down. The presence or absence of sound from the UFO is not addressed. No EM effects or physiological effects were reported. Fifty cows reacted to the low flying object.[dv]

Electromagnetic effects reported at Fort Bliss: This next case comes to us from the research group APRO On November 9, 1964, on Monday at 8:15 pm Mrs. And Mr. Margaret Tinguely observed several objects from the home one block from Fort Bliss.

According to her statements: "My husband, son and I saw six cream-colored circular objects coming from the east-northeast and headed in a west-southwest direction. They were in a chain like formation (like a centipede), and as they passed overhead, they broke the chain and grouped into a formation of threes, twos and then they spiraled up – but still obvious for a second or so as dark shadows. "Our neighbors came outside complaining that their houselights were flickering on and off. One neighbor had trouble with her refrigerator turning off and on also. No news of this was in the newspapers – we did not report it either." [dvi]

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The very next day on Tuesday, November 10, 1964, at 8:20 pm Mrs. Tanner, her children and Mrs. Tinguely witnessed 10 to 12 disc-like lights (they moved too fast to count easily) heading from the north and headed south. They were in "V" formation (as birds fly).

“They became dark as they pulled up and out of sight. The UFOs were about half the size of a dime held at arm's length and a pale pink-cream color. Mrs. Tanner called a local radio station and told them what we had seen. I too called and was informed that I was the ninth caller. The reporter said that most of these calls had come from the northeast El Paso and asked me if this was where I had seen them and I confirmed the fact. We are a block or so from Fort Bliss.”

“The reporter said he had so many calls of these sightings that he would mention them at his 10:00 pm newscast, which he did. He said many callers have mentioned having seen these objects on Monday night too. From a military standpoint, Fort Bliss is on the southern tip of the White Sands Missile Range. Fort Bliss itself is a vast army installation, and Biggs Air Force Base is a SAC installation.”[dvii]

25-foot diameter UFO hovers over NASA’s PLUM brook AEC Station and reports electromagnetic effects: Frank Edwards, in his book, relays Perkins Township Patrolman Gary Butler observed a twenty to twenty-five-foot diameter disk hovering over NASA’s Plum Brook Facility south of Sandusky, Erie County, Ohio on February 10, 1967.

The sighting occurred at 3:40 am. The UFO was blue-glowing approximately forty-five feet above the ground. In the words of the Patrolman Butler:

> **“It scared me at first. I jammed on the brakes and stopped to watch it. I watched it for four or five minutes before I radioed to the Sherriff’s office. The thing was bright, and there was a bluish light shining down from it."[dviii]**

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The ‘UFO Investigator’ (magazine) stated that the UFO hovered over the NASA location Plum Brook Station on January 30, 1967, and February 10, 1967.

On January 30, 1967, at 6:45 pm Mr. and Mrs. Reinhardt saw the object. The couple pulled over to observe the object before disappearing. The second sighting on February 10, 1967, at 3:40 am, was seen by Erie County Sheriff department Constable Gary Butler. During his encounter, his car radio experienced radio interference when he tried to relay a message to the station. The Chief mentioned two other officers also observed a bright object in the sky for several minutes. The UFO when first seen was "stationary," then it moved down toward the ground behind trees.[dix]

Two Jets pursue UFO over Spain report electromagnetic effects: On June 9, 1967, the Spanish Air Force launched two jets for a UFO intercept over Extremadura, Jaen, Spain. The Pilots in T-33 and F-86 jets lost functionality as they neared the object.

1. The UFO played cat-and-mouse with the T-33 aircraft when the pilot attempted pursuit.
2. Electromagnetic effects were reported on the communication equipment as the radios failed.
3. After several minutes the object shot straight up and disappeared.

Other witnesses were four experienced male military passengers in a warplane.[dx]

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Chapter 11: Alien spaceships begin to crash

Having seen a few of these fantastic ships myself, I would think there would be no possible way for the UFO / UAPs to crash. Yet they have crashed around the world, and military officials have gone on record that they retrieved these vessels and any live or dead visitors at the crash sites.

Leonard H. Stringfield was a former UFO researcher and published several excellent books on UFOs. His best book would be "Situation Red." One of Stringfield's specialties was in the area of UFO Crash Retrievals. Stringfield interviewed government and civilian witnesses about alien crafts that fell to earth. This chapter incorporates a few of these cases, however, not all. If you are interested in this topic, he has produced many books called "UFO Crash Retrievals, Status Reports. I-V," and these can be acquired through MUFON and Amazon.com.

In his work, Stringfield lists over 21 crash cases, many involving dead UFO pilots. This chapter discusses some of the better-known UFO crash cases.

UFOs that Crashed

The Roswell Crash of 1947: Though Roswell was not the first UFO crash in America, it certainly is the most famous. This story comes to us from many sources.

The Roswell UFO Incident

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It was July 8, 1947, and families around the nation turned to their radios to hear the evening news. The news was earth-shattering. The U.S. Army announced it had captured a crashed "disc" on a ranch north of Corona, New Mexico. According to the story, a rancher by the name of Mac Brazel was checking his ranch property when he came across one of two crash sites. Metallic looking debris was strewn across the landscape, indicating something or someone crashed a circular shaped object near that location.

Like any good, conscientious American in 1947, Mr. Brazel traveled quickly to Roswell, to speak with the sheriff of what he found. The sheriff's office at Roswell, in turn, contacted Roswell Army Air Base and informed them of the crash. Roswell Army Airfield decided to send Military Intelligence officer Major Jesse Marcel of the Roswell 509th (atomic) Bomb Group Intelligence Office to ascertain the importance of the find.

Marcel arriving at the scene picked up some fragments he deemed of sufficient interest to be taken back to the Army Air Base.

The rest is now history and written about by many authors. The best authors on this topic, in my opinion, is Tom Carey and Bob Schmitt.

A ‘Washington Post’ article indicated that Lieutenant Walter Haut said the U.S. Army had a disc and: “that the material evidence in their possession was being forwarded to higher headquarters at Fort Worth.”

Roswell Army Air Base Commanding Officer, Colonel W.H. Blanchard described: “the discovery as a flying disc." Meanwhile, wire service Teletype machines and radio stations spread as much notice as it could before being shut down by the higher up authorities in Washington, D.C.[dxi]

Today researchers have uncovered much evidence to suggest that many government agencies (e.g., The Pentagon, The FBI, etc.) had a role in shutting down all outgoing teletype and telegraph messages to the East Coast Newspaper companies on the 8th of July.

Roswell crash debris sent to Wright Patterson Air Force Base via Fort Worth

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The fact that an alien spacecraft crash-landed near Roswell (Corona) New Mexico is now established as fact through the interview work of Thomas J. Carey and Donald R. Schmidt. Also, I would point you to Kevin Randle. You can read their excellent work in several books about Roswell. I like the following books:

1. "The Roswell Incident, An Eyewitness Account," by Thomas J. Carey and Donald R. Schmidt;
2. “UFO Crash At Roswell.” by Kevin Randle

The Discs at Wright Patterson AFB

In this book, Carey and Schmidt reveal: “Military officers at Fort Worth Texas reportedly observed the Roswell UFO wreckage before it being flown on to Wright Patterson, Air Force Base, Ohio.”[dxii]

In 2014, I was introduced to a retired Army Air Corps officer who had seen flying discs in a hangar at Wright Patterson Air Force Base in 1948. He took the time to share with me that in 1948 he was stationed at Wright Patterson Air Field and witnessed two discs in a hanger. I asked him if he had signed a non-disclosure agreement to which he said yes, and his response was “what would they do to me at this point in my life” [dxiii]

This gentleman is not the first to come forward and confirm that discs were seen at Wright Patterson in 1947-1948. Several other authors have also named other witnesses to the presence of alien technology now in the possession of the U.S. Military.

Former AF officer, researcher, and author Kevin Randle interviewed Brigadier General Arthur E. Exon on the Roswell crash. Randles interview brought forth additional information on the Roswell event. He shares:

1. “Exon knew the material was coming to Wright field from the crash site.”;
2. “He confirmed the material was tested for identification.”;

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3. "there were two crash sites, and that bodies from the recovered sites were sent to Denver and Wright Patterson.";
4. “Exon confirmed the information about the case went to General Ramey and then relayed to the Pentagon, President Truman and finally Chief of Staff Dwight Eisenhower.” [dxiv]

All outgoing messages from Roswell – Destroyed!

The Roswell event is in many newspapers, books and research papers. The back and forth messages from the U.S. Military during 1947 from "it's a real flying disc" to "a weather balloon" can be daunting.

We find the following facts from several sources documented below: On July 8, 1947: the ‘Nevada State Journal’ revealed: “General B. Ramey commanding general of the 8th army air force, said tonight that the purported “flying disc” found on a New Mexico ranch had been identified as remnants of a tin foil covered box kite and a rubber balloon.”

Ramey said the object was a "high-altitude weather observation device-a very normal gadget in weather bureau operations." He added that although the box kite originally carried instruments, none were found with the wreckage. When asked about flying discs, Ramey said he knew nothing about them and "I have never seen one." [dxv]

Contrary to what Ramey said, we have the following facts:

1. At the same time UP carried the story that the army air forces have recovered a strange object in New Mexico and it was forwarding it to Wright Field, Dayton Ohio for examination. The announcement of the find came first from Roswell, NM army air base, near where a saucer was found three weeks ago. Researchers wonder if the actual crash period for the Roswell incident was in the middle of June 1947.

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2. AAF headquarters later revealed that a security lid" has been clamped on all but the sketchiest details of the discovery. The paper revealed the object was sent to Fort Worth in a Superfortress (B-29) for trans-shipment to the AAF experimental center at Dayton. AAF commanders in New Mexico refused to permit the object to be photographed on the grounds it was "high-level stuff."
3. Colonel William H. Blanchard commanding officer of the Roswell army air base specifically described the discovery as a "flying disc." He said the disc had been forwarded to higher headquarters, presumably the commanding general of the 8th air force at Fort Worth, Texas.[dxvi]

On July 28, 1995, the U.S. Government Accountability Office released a final report on the Roswell incident. Today we know state Representative Steve Schiff (NM), as well as other members of Congress, were very interested in having their constituents informed on the activities surrounding this 1947 UFO case.

The GAO report revealed "all outgoing messages" during the time of the event were destroyed.

This became a perplexing situation for those denying the reality of the crash as the incoming and outgoing Teletype reports were reportedly "permanent records." The GOA was unable to determine who ordered the destruction of such outgoing messages from the records. The records were destroyed, by unknown persons over 40 years ago. If a cover-up, in fact, did occur, could the original records have been destroyed while duplicates have been moved to a warehouse of "classified" files in the name of National Security?[dxvii]

Crash at Aztec, New Mexico

The following case is fascinating and comes to us from John D. Lofton, Jr. ‘Lubbock Avalanche-Journal’. This case involves a 30-foot diameter spaceship crash at Aztec New Mexico in February of 1948. Some researchers place the date around February 13th.

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According to the Avalanche: “Robert S. Carr worked on highly classified secret government projects for Walt Disney.” And that during his work with the Disney organization learned about this particular crash where as many as “12 “little men were killed” on impact.

“The bodies were taken to Wright Patterson Air Force Base in Dayton, Ohio where then bodies were placed in cryonic suspension.”

The fascinating facts revealed in these articles comes from the following points made by Carr:

1. The “CIA covered up the information”;
2. Over "500 highly placed people in the medical professional, the academic world, and intelligence community have examined the humanoids and the craft they arrived in";
3. The “beings were described as three and four feet high”;
4. They “were wearing dark blue Uniforms made out of a metallic, flexible thread”;
5. "President Dwight D. Eisenhower had the opportunity to touch the UFO."

Not one of us were there to see this sight with our own eyes, but even if one of the above five facts have any truth to them you have to wonder, why should this be kept secret. Furthermore, why would the U.S. Government work with Disney on such a project?

In 1995 the Disney corporation produced a TV show on UFOs that aired in two states. The subject matter was so real and convincing; some government agency asked the show be removed from the airwaves.[dxviii]

“The Little Man” in Mexico: In January 1950 or December 1949, a dynamite salesman on a business trip to Mexico was given the opportunity to observe the wreckage of a crashed flying saucer in Mexico.

According to the story, he had been visiting two individuals, one an American and the other, a Chilean-Mexican. The two shared

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the story of how a forty-six-foot saucer crashed on a hillside in Mexico. The body of a dead 23-inch tall man was found. The specimen was embalmed for scientific study. The craft was described as aluminum in color but much stronger.

The area had been roped off, and Mexican, as well as U.S. Military officials, observed the craft. [dxix]

“The Alien Bodies” discovered in New Mexico:

In 1962 a UFO crashed to earth in Northern New Mexico. Timothy Good in his book “Beyond Top Secret” shares the story of a Mr. Tommy Blann who interviewed a USAF Colonel who said he had participated in the UFO crash recovery. According to this case: “eight members of a special team were assembled dawning jumpsuits and gas masks and were instructed to approach a crashed alien vehicle and its accompanying humanoid bodies.”

According to this Colonel, “the alien bodies were later transported to Holloman Air Force Base. The humanoid entities were described as wearing a silver flight suit of some sort. This suit was said to be "skintight." The alien spacecraft was removed in sections and taken to Los Alamos Laboratories and other locations.”

Timothy Good’s book also shares: “Dr. Stringfield was very involved with interviewing witnesses and writing material on crash recoveries of extraterrestrial ships.” He published many reports on such evidence. His main concern was making sure the stories and witnesses were not spreading disinformation.[dxx]

UFO crash at Shag Harbor; "Classified":

The following case is one of great mystery as it is not discussed in depth with some authors. If you have heard about it, you may have only heard segments of the story. In this case, I am presenting information from four different researchers who shared various aspects of the UFO event. When you put all the pieces together of this one case, one can see the compelling evidence for a UFO crash in nova scotia waters.

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The fact is this case should have been in Project Blue book but was not because it is classified "Top Secret." We know this because it is not found in any declassified files and it happened according to several credible witnesses.

Research by Ledger and Styles

October 4, 1967, a UFO crashed into the sea at Nova Scotia, Canada - Shag Harbor. The event seen by many citizens is now known as the Shag Harbor Crash/ Retrieval Incident.

“From early evening until 11:30 pm, numerous independent witnesses observed unexplained aerial activity. Near Sambro at 9:00 pm, the captain, and crew of a fishing boat saw four brilliant red lights in a box formation that appeared to be on or just above the water. Occasionally one would flare up so bright that it would cause an after image in their eyes. The objects also were tracked on ship's radar.”

“Between 11:00 and 11:30 pm, northwest of Briar Island, the captain and crew of a fishing vessel saw a brilliant white light the size of the moon. As they watched, three bright yellow lights emerged and formed a triangle around the more massive light”

“The satellite objects then moved across the sky and back at high speed. Other vessels also made observations.”

“Sambro is about 12 miles southwest of Halifax. During this same time interval 5 miles southwest of Weymouth, in the general direction of Briar Island, a policeman and three game wardens saw an orange-colored light just above the tree line moving silently and slowly with spark-like objects emanating from the light.”

“At about 11:20 pm just west of Shag Harbor, teenagers in a car saw an object flying low, flashing four lights, one after the other, in a straight line. It appeared to be slowly descending at a 45-degree angle. When next seen, the object had impacted the water's surface 200-300 yards offshore. It drifted on the surface showing a pale-yellow light. Boats were sent out to rescue passengers from a presumed “downed” airliner, but searchers found only dense yellow foam. “[dxxi]

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Research by CUFOS: International UFO Reporter

“The incident began during the evening of October 4, 1967. The first reports came in from southeastern Quebec shortly after 7:00 pm (Atlantic Time), when pilots of an Air Canada airliner saw a large, brightly lit, rectangular object thought to be at an altitude of about 12,000 feet, trailed by several smaller lights. Then an explosion seemed to occur near the UFO, and the smaller lights began to veer away. The airline crew watched the display for several minutes until it moved out of sight. Within 30 minutes, witnesses on the ground reported seeing lights moving from the northeast to the southwest.”

“At about 9:00 pm the crew of fishing boat near Sambro, Nova Scotia, saw several red lights over the water and also detected objects on their shipboard radar. They reported the objects to the Canadian Coast Guard and the RCMP, who asked them to file a formal report when they returned to port.”

“More witnesses again reported odd lights in the sky around 10:00 pm, including writer Chris Styles, who saw something strange over Halifax Harbor himself. He saw an orange, glowing, disc-shaped object moving over the water, and he ran to get a better look. He could see it was a 50-foot-diameter orange ball, making no sound as it passed overhead.”

"Styles wasn't the only witness in the area at that time." Others also reported seeing the orange ball drifting in a southeasterly direction.

Around 10:30 pm professional photographer Will Eisnor in Lunenburg took photos of three lights in the sky in a triangular formation. Around 11:00 pm, southwest of Weymouth, a police officer, and two game wardens observed a fireball just above the tree line.” [dxxii]

Research by NICAP: ‘The UFO Investigator’

“According to the ‘Halifax Chronicle Herald’, a spokesman for the RCAF (Royal Canadian Navy and Air Force) said their department was very interested in the reports. Squadron Leaders

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Bain said, "the shag Harbor incident is one of the few where we may get something concrete on it.""

According to many residents, a series of bright lights were seen gliding over the waters off Shag Harbor in full view. Within 20 minutes, several constables of the Royal Canadian Mounted Police were on the scene, attempting to reach a spot where the UFO submerged. The Coast Guard joined the Police and eight fishing vessels. A large patch of yellowish foam and bubbling water was found, unlike anything is seen there before."

"Navy divers searched the area for two days and found nothing according to press reports. After a few days of the Shag Harbor incident, another object was seen that was 55- 60 feet long having a row of red lights flying at 500 to 600 feet in altitude. Five people who also reported interference on television receivers at the same time saw the UFO."[dxxiii]

"The Shag Harbor case was not to our knowledge reported to the Air Force; it is not in the US Air Force Project Blue Book Files for 1967. This file should be in the Air Force Files as military and police from other countries north of the U.S. were involved. It is conceivable this incident is filed in a "classified file" or another filing system in the United States."

Research by Richard M. Dolan

Dan Dolan brings out some fascinating facts in his book "UFOs and the National Security State". On October 6, 1967, Canadian Navy divers from the H.M.C.S. Granby began searching the waters and ocean bottom for evidence of the crashed vehicle. According to the records and the people, the official dive ended on the 8th with "nothing being found."

On the 11th it was reported more lights were seen hovering over the area, but nothing further gleamed. In Richard M. Dolan's book that we find, that in the 1990's, researchers Chris Styles and Don Ledger had interviewed the former Dive Team from the Canadian Naval Vessel. What they uncovered had never been told to the public:

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"The searchers realized that the object had moved northeast, near a then-top secret submarine detection station run jointly by Canada and the U.S. As a flotilla of ships, positioned themselves over the submerged craft, a second underwater UFO joined the first and engaged in a repair operation. The members of the ships observed but did not interfere. Seven days later, a Soviet Submarine appeared but was escorted away. Soon after, the two UFOs moved off toward the Gulf of Maine. Emerging from the water, they ascended rapidly and flew off". [dxxiv]

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Chapter 12: UFO / UAP pilots from other Worlds

Figure 14 Scaled Version of Universe by Pablo Carlos Budassi, [dxxv]

Who thought in 2018, we would be reading about "extraterrestrials" visiting earth. The fact is we are not the first generation to study the UFO phenomenon. Our parents and the generation before that, would wonder about such things. Back in the 1950's, Hollywood producers made a number of films about visitors from outer space. A short list of these movies are:

- 1950: "Destination Earth"; "Flying Disc Man from Mars";
- 1951: "The Day the Earth Stood Still"; "The Thing from Another World"; "When Worlds Collide"; "Flight to Mars"; "The Man from Planet X";
- 1953: "It came from Outer Space"; "Project Moon Base";
- 1954: "Killers from Space"; "Devil Girls from Mars"; "Stranger from Venus";
- 1956: "Forbidden Planet"; "Earth vs. the Flying Saucers"; 'Warning From Space"; "Maidens from Outer Space".

These films were of the Science fiction / Horror genres and thrilled movie goers as men and women of earth meet aliens for the first time. By the 1960's, the United States Army was thinking of establishing a forward base on the moon. Plans were drawn up and are now declassified. So prevalent was the discussion of man meeting species from other worlds that the Catholic and Protestant church contemplated these superhumans.

On August 8, 1952, the 'Washington Post' published a theological opinion of UFOs and their occupants. The Reverend

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Francis J. Connell, C.S.S.R, dean of the Catholic University's School of Sacred Theology, shared: "It is well for Catholics to know that the principles of their faith are entirely reconcilable with even the most astounding possibilities regarding life on other planets."[dxxvi]

The article addresses potential suppositions as to who or what these beings are.

1. One idea is that they may have received the same fate as Adam and Eve – that is sinned and in a fallen state;
2. Another possibility is they are in a natural state and not beholding to God;
3. Another is that they never sinned and may appear supernatural and have Prenatural gifts and finally; they could be like fallen angels not able to be reinstated to God's grace.

Likewise, Reverend D. Grassi of the Catholic Publication, Civilta Cattolica said that: "such beings.. would not be a part of the human family, which has its head in Adam. Thus, they would not have (the stigma of) original sin, at least that of Adam."[dxxvii]

Grassi shares: two other points:

1. "They would not have been redeemed, at least by Jesus Christ."
2. if "science should ascertain the existence of human beings outside the world, neither dogma nor theology would be in difficulty." "For them. God conceived and actuated a plan different from ours.. one of many possible, In regarding intellectual creatures. Which one it is, we do not know".

Whether you believe in God or not, the facts are these star visitors (spacemen and women) have been visiting earth for several thousands of years even before the emergence of modern man.

It is conceivable if so far advanced that they discovered this planet. In fact, if true, they would have discovered the Americas

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before the Indians, Chinese, Vikings and of course "Christopher Columbus".

As we study UFO pilot encounters we read about occupants being in or around their spacecraft. We know several governments have gone on the record that the recovery of crashed saucers found small humanoid bodies and small seats in their craft.

In this chapter, we discuss several UFOs and their occupants. In one case, I was able to interview the nephew of one of the primary witnesses at a 1947 crash in New Mexico.

Several Species are known:

A statement made by Sgt Clifford Stone at “The Disclosure Project, National Press Club” in 2001, suggests the U.S. Government knows of at least 45 species from other worlds. A few of the most talked about types of visitors are as follows.

1. The Greys: appear humanoid, however, have a grayish, whitish skin tone. Some are three (3) feet to nine (9) feet tall depending on the particular grey species.

2. The Reptilians: appear humanoid but have an unusual skin tone that appears to us as reptile skin.

3. The Nordics: appear as very attractive humans. They are reported to have blond hair, blue eyes and look like our pure blonde European (Swedish, Norwegian) stock.

4. The Tall Whites: appear as tall humanoids.

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5. Other Species: The remaining species are classified today, however, we have heard of insectoids, short glowing beings, 5 feet bald type species – white, gray and black in skin tones, a blue colored species, etc.

Some military and civilian sources suggest a few of these types may be living on earth, in secret locations (with their own families) helping the government on black projects. We have no proof, only stories as this would be “classified information”.

Whether some of these species are among us or not, one feature appears shared between us all. That is, they have; one head, two arms, and two legs. They are humanoid in physical form and structure. Though we may appear different in colors and facial features is seems we share certain fundamental characteristics where we may have had similar like origins in our overall development.

Countries around the World

Britain, UK (Dorothy Kilgallen): England has been frequented by UFO encounters for centuries. Refer to Jacques Vallee’s book “Wonders in the Sky” shares hundreds of reports of UFO case sightings from 1,000 A.D. to the late 1800’s of craft with humanoid pilots from other worlds.

Ranton, Staffordshire, England; human-like beings: On October 21, 1954, Mrs. Jessie Rosenberg, and her two sons were outside their West Midlands (England) home when they observed their first flying saucer. Mrs. Rosenberg described the UFO as the shape of a “Mexican hat". It had a flat round circular bottom with a turret like cabin on top. The two interviews of Mrs. Rosenberg can be seen on YouTube today.

Mrs. Rosenberg explained she had the odd feeling she was being "watched." When she looked up she saw a disc (shaped like a Mexican hat) stationary above their roof. The UFO was tilted toward

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them, so the cabin cockpit was revealed to her. In this window of the cockpit, she could see two blonde humans (possible Nordics) looking at Rosenberg and her children. She then shared her story of what she saw:

1. “I saw two people in it”;
2. “These people were beautiful people”;
3. “They had long golden hair”…" like a page boy bob…. Just like the old kings”;
4. “They had beautiful faces”;
5. “Their foreheads seemed to be a bit larger”;
6. “They (the visitors) looked so sympathetic"(e.g. about us humans)”;
7. “It was hovering on top of the roof.”

Then after seeing them, the object took off and never seen again.

The Fiji government; humanoids: On November 4, 1957, a report from the Fiji government (via UPI through Honolulu) shared a White Clergyman, and four natives observed a UFO with occupants. The UFO was white and circular as it descended from the sky. The disc approached their position and hovered twenty (20) feet about the ocean. The transcript of the sighting revealed the UFO: "appeared to be revolving and on it appeared to be the figure of a man."

The witnesses approached (e.g.; the UFO) in their boat and a blinding light shone on them. This blinding light made them feel weak. The UFO then shot straight up in the air and disappeared into the night sky." Reverend Aveling, A Seventh Day Adventist official mentioned the color of the object changed from transparent white to a deep flashing red before it disappeared. [dxxviii]

Russian zone of Germany: Before July 6, 1952, the former mayor (Herr Linke) of a town in the Russian zone of Germany also witnessed a UFO with two occupants. In his affidavit, he confirmed a 50-foot diameter saucer was seen landing and later departing the

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area. According to the 'Augusta Chronicle', this story came from the 'London Sunday Graphic' published on July 6, 1952.[dxxix]

Frankfurt, Germany, ship occupants: In October 1954 several former Luftwaffe pilots observed a large cigar ship at an airfield in Frankfurt, Germany. The 'Bridgeport Post' informed their readers that Agence France Presse stated: "13 witnesses including former Luftwaffe men denied they were victims of an optical illusion." According to the article, the "pilots and pupils observed "a slightly swollen silvery disc" which was moving noiselessly over their airfield at Frankfurt Germany. Furthermore: "A mailman in Belgium observed a flying cigar that rose into the sky when he approached the craft. The witness saw two silhouettes "roughly human in shape" aboard the craft."[dxxx]

Norwegian General Staff: In 1955 the Norwegian Government made it clear that UFOs were not constructed by any country on earth. Frank Edwards in his book "Flying Saucers – Serious Business" informs us of a special report from the Norwegian General Staff on this very subject.

"On September 5, 1955, a correspondent for the 'Stuttgarter Tageblatt' provided that a board of inquiry of the Norwegian General Staff is preparing the publication of a report on the examination of remains of a UFO crashed near Spitzbergen in 1952."

"Chairman of the Board, Colonel Gernod Darnbyl during instruction for Air Force Officers, stated:

> **"The crashing of the Spitzbergen disc was highly important. Although our present scientific knowledge does not permit us to solve all the riddles, I am confident that these remains from Spitzbergen will be of utmost importance in this respect. Some time ago saying that this disc probably was of Soviet origin caused a misunderstanding."**

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“It has – this we wish to state emphatically not been built by any country on earth”. The materials used in its construction are completely unknown to all experts who participated in the investigation.”

“The correspondent wrote: According to Colonel Darnbyl, the Board of Inquiry is not going to publish an extensive report: “until some sensational facts have been discussed with the U.S. and British experts. We should reveal what we found out, as misplaced secrecy might lead to panic.”

According to Frank Edwards who revealed this information the back-story came from a 1952 crash that Norwegian military pilots found. Rescue crews were dispatched to the scene, thinking the object was a crashed plane. However, the UFO turned out to be a damaged saucer relatively intact.

The United States and Great Britain was along for the ride and received this astounding evidence. The United States (according to Frank Edwards) had a strict code of secrecy around UFOs and Great Britain, instituted the same secrecy during 1954. Frank Edwards wrote to a member of the Norwegian Board of Inquiry in 1964 and received a reply: "I regret that it is impossible for me to respond to your questions at this time.[dxxxi]

There you have it. The U.S. Air Force was denying UFOs were real when we had a disc in our possession.

Papua, New Guinea: On June 26, 27, 1959 several occupants onboard an unidentified flying object waved to a Reverend and several other witnesses at Papua, New Guinea. The following story comes to us from very reliable sources; Dr. J. Allen Hynek, Dr. James E. McDonald, The ‘APRO Bulletin’, Reverend Cruttwell, and The U.S. Air Force Project Blue Book files.

Father Gill, five teachers, and three medical assistants reported this very unusual encounter with strange beings from another world. According to the research by Dr. J Allen Hynek, the event lasted several hours as the group looked and continued to

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observe the saucer that first approached their location. The flying disc appeared to be hovering in the sky, 300 feet off the ground.

Hynek shares as the disc neared the group, five “men like beings” appeared on the deck of this object. When father Gill and other witnesses on the ground waved to the people on the flying craft, he said:

"these beings waved back."

Hynek also reported Father Gill observed a mothership and two smaller craft in the area. Hynek also shares Father Gill, at first was under the impression, these beings were "human," and the ship was some new American Craft.

Gill soon realized something odd, that is the hovering craft gave off no noise, like a regular airplane or helicopter. Next, he realized these humans did not speak back, they just waved. Researcher Dr. James E. McDonald who later testified in front of Congress interviewed Father Gill on the encounter. Gill admitted he did not get a close look at these humans as the craft did not land and remained to hover at a distance. Gill did convey the ship was disc-shaped.[dxxxii]

If we take this sighting at face value, we conclude, both humans on the ground and the humanoid beings on the craft attempted to communicate with one another. If these were, in fact, extraterrestrial people, they were not hostile. If true, what does this say about future human and humanoid relations? Is a peaceful engagement between man and other species possible? Does man have to fear these visitors as some claim? If they are more advanced are we, do we suffer the same fate as the Indians and Mayans did when they met modern man?".

Russia: There are many stories from Russia on UFO with entities. You will read about the three beings seen from Soyuz T-4 spacecraft on May 14, 1981, by Cosmonauts Savinikh and Kovlenok (former Soviet Air Force) in another chapter of this book.

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The United States: San Bernardino Mountains: In November 1955 a former Army Air Force officer reported a UFO over California. Though in this case no humanoids were seen, there was some communication between the UFO pilot and Air Force Captain. The type of interaction between our Captain and the UFO pilot occurred through blinking lights back and forth between the two airborne vehicles.

The ‘Los Angeles Times’ tells us that on November 14, 1955, a former Army Airforce pilot received signals from a UFO.

The pilot “was heading to Banning California in his small private with a Redlands Physician named Dr. Leslie Ward when the encounter occurred.” “The two men were above the San Bernardino Mountains when a "globe of white light" appeared ahead of Miller's plane, moving very slowly (about 50 miles per hour).

Assuming the oncoming object was an airliner, Captain Miller blinked his landing lights twice. “The lights from the white globe suddenly flicked on and off twice as if to acknowledge his presence. The white globe grew larger as it closed in on his plane. Miller again flashed his landing lights, but this time "three times." The UFO, blinked back "three times." Miller then shared the UFO "suddenly backed up in mid-air."[dxxxiii]

Cadavers at Cape Girardeau: We briefly touched on this case in Chapter 1. This story is now a matter of record. Conveyed through several well-respected researchers, the family members of those at the scene were all interviewed. Some of those interviewees are: 1) The brother to the late County Sheriff of 1941, 2) The son (Guy Huffman) of Reverend William Huffman, 3) The wife of the Reverend Huffman and 4) The two grand-daughters of the late Reverend William Huffman.

In April 1941 some 15 miles outside of Cape Girardeau, Missouri, the late Reverend William Huffman was called to a crash site to provide last rights over dying passengers. When he arrived at the scene, he did not see human bodies or the debris of a conventional aircraft. What he saw was something entirely different. He saw bodies that were not humans and debris from an

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unconventional ship of some sort. Being a man of the cloth, he performed his duties respectfully and deliberately.

Though we were not with Huffman, we wonder if this encounter shook his worldview. Meaning did Huffman suffer some traumatic psychological shift after dealing with these nonhuman cadavers?

Huffman later confided to his family, that what he saw was out of this world. He later admitted to his daughter that shortly after arriving on the scene military personnel from a nearby base took him aside and explained this event was a matter of national security. The Officer instructed the Reverend that he along with the Sheriff, and the local fire department response teams would be under oath to remain silent on the matter.[dxxxiv]

Craft occupants at Ashland: On December 3, 1967, Police Sergeant Herbert Schirmer was on patrol when he witnessed a UFO with a humanoid occupant. This humanoid approached his cruiser and took him aboard the craft. The story comes from his testimony at a conference in Florida.

Police Sergeant Herbert Schirmer, grew up the son of an Air Force Officer and like me moved all over the world with his father's career. He entered the navy, and after serving, he enlisted as a Police officer in Ashland, Nebraska.

It was while he was on night Patrol on December 3rd, 1967 that officer Schirmer came into contact with human looking people from another world.

Around 2:30 am he witnessed red lights on the road ahead of his cruiser and assumed it was a parked truck. Upon getting closer and placing his high beams on the object, he discovered a sizeable football-shaped craft resting near the road.

Even in the dead of night, he could see the craft appeared aluminum (silver) in color and had windows. It was then his car came under some form of “Star trek” like a “tractor-beam”, that pulled him and his cruiser toward a ditch.

Next a green mist enveloped the cruiser, and soon he was taken aboard a ship by human looking beings. In his presentation to the Florida audience, he shared his encounter with this human

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looking person from another planet and shared what they had in common as well as some differences.

The pilot described to Schirmer that the spacecraft they had was equipped with a “reverse gravitic electro-propulsion drive”.

Though these may sound like big words, Schirmer said he understood this to mean the ship had an "Anti-Gravity" propulsion system.

During his short stay on board the ship Schirmer said the pilot showed how the craft can extract electricity from a local power station using a special build arm that extends from the side of the ship. [2]

According to Schirmer; the UFO appeared to be a mere 6 to 8 feet above the road and was hovering in the air with a slight tilt.

Then the object began to slowly ascend, making a siren kind of noise, and issuing a flame-like display from the underside.

Sticking his head out the window, Sgt. Schirmer watched the UFO pass nearly overhead. Then suddenly it shot up and out of sight. Schirmer then got out of the police car and, with a flashlight in hand, inspected the surface of the road where the object had hovered so low to the ground.[dxxxv]

The Betty and Barney Hill abduction at Indian Head: On September 19-20, 1961 from 11:00 pm to 2:00 am Betty, and Barney Hill encountered an extraterrestrial race of humanoid beings near Indian Head, Grafton County, New Hampshire. The couple was returning home when the event occurred.

This particular case is now very well-known having been researched and written about by the niece of Betty Hill (e.g., Kathleen Marden), Physicist Dr. Stanton Friedman, Dr. J. Allen Hynek, U.S. Air Force Officers at Pease Air Force Base and Richard Hall.

With so much substantial evidence, the state of New Hampshire dedicated a plaque in their honor of this first abduction case.

Because so much has been written about this case, I would suggest the reader wanting to know more pick up the book: “Captured, The Betty and Barney Hill UFO Experience” by Stanton F. Friedman and Kathleen Marden. It provides many details of the years

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of encounters Betty had with these beings as well as the interaction with military officials at Pease Air Force Base. For this case, I provide a summary of facts from Betty and Barney Hill. The UFO:

1. “initially followed Betty and Barney Hills car”;
2. “was spotted after it had come to rest in a field”;
3. “was believed to be 60 to 80 feet in diameter”;
4. “had a ring of rectangular windows around the rim”;
5. “had several humanoid beings that approached their car”;
6. “was where Barney and Better were taken aboard and examined";
7. Occupants, according to Betty "were approximate "5 to 5 feet 4 inches in stature, with large chests and prominent, Jimmy Durante noses. Their hair and eyes were dark, and their complexions had a grey pallor with bluish-tinted lips". One spoke English in a heavy foreign accent. Others spoke in unknown words and tones. (Page 85, "Captured").[dxxxvi]

Betty and Barney Hill, New Hampshire (September 1961) were taken aboard a craft and examined by what she stated were "space people with primarily human characteristics." We thank the niece of Betty Hill (Kathleen Marsden) and scientist Dr. Stanton Friedman for doing excellent work on this abduction case. It is also essential to note J. Allen Hynek also looked into this account as well as Officers from Pease Air Force Base, Local Police of New Hampshire.

The debris at Corona: On July 5, 1947, a team of archaeologists was taking a hike in the New Mexico desert looking for rocks when they came across the site of a crashed disc with several dead occupants.

On a business trip several years back, I was very fortunate to come across by chance the nephew of one of the principal witnesses to the 1947 New Mexico UFO crash site. When he told me the story, I am sure he saw the stunned look on my face while my mouth hanged wide open. Over the course of our meeting, he shared his uncle was W.C. Holden and that the following facts are true.

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It was a sunny day as the archeology team ventured toward their destination, looking at rock formations along the way. Suddenly coming into view was a crashed vehicle that lay before them. Around the craft arrange dead beings that were not human. Not knowing what to do or who to call, curiosity took over, and they looked over the site.

Holden, could see the ship was badly damaged and a door on the side was open. He decided to take advantage of the situation and take a closer look. As he peeked into the doorway, he felt a strange sensation that someone or something was watching, but he could not tell what or where it was originating. He could see tubes hanging down from the ceiling and the dark exterior portholes. What was interesting was the portholes, though dark on the outside, revealed a clear exterior view from inside the craft.

Just a few minutes pasted, when suddenly, the military police and local sheriff's officers arrived and quarantined the area. The entire archeological team was taken aside and explained this was a matter of national security and them to remain quiet.[dxxxvii]

Humanoids at Socorro: On April 24, 1964, an egg-shaped craft with two human occupants descended from the sky and came to rest in scrub brush at Socorro, New Mexico. Police officer Zamora at the landing scene, observed two humanoids walk around the craft, get back inside the ship and take off.

In this next case, regional newspapers publicized the story. The U.S Air Force, Dr. J. Allen Hynek and the F.B.I. participated in the evaluation of the landing site. Since there is a lot of material in publications to study this case, I will provide a few highlights of the case here.

Police officer Lonnie Zamora was on patrol when he began to investigate a cloud of smoke near a dynamite shack one mile south of Socorro New Mexico. Officer Zamora thought the shack had exploded and decided to investigate. Upon arriving in the vicinity of the dynamite shack, he observed an unusual shaped craft at a distance of 200 yards.

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Zamora got out of his patrol car and walked to within 100 feet of what the officer thought was a car, then realized, it wasn't. He looked at the strange object and noticed the red letter, V "upside down" with a line through it. He could also see the object appeared to be resting on the ground supported by four girder-like legs.

It was then, Zamora noticed two humanoid beings walking around the ship. Zamora said they noticed him watching them. It was at that point, a panic appeared on Zamora and the two occupants. The creatures quickly jumped back in their craft and prepared for takeoff while Zamora ducked down behind his car for cover. According to the case, the ship rose up to about 20 feet off the ground, stopped, then zoomed up and away at a high rate of speed.

The Air Force and local sheriff sent many investigative officers to the site to gather and log all evidence. Zamora was interviewed extensively by the Air Force and other agencies. We learn from the 'Albuquerque Journal' that the "Air Force investigators, including Major William Conner of the unidentified flying object investigation at Kirtland Air Force Base and Sgt David Moody of Wright Patterson Air Force Base, Dayton, Ohio came to the site with Geiger counters to review the scorched area and imprints of what appeared to be landing gear."

During their search, landing site officers found four to six-inch depressions as well as a couple of round tracks which about four inches in diameter. They believed these foot-like depressions came from the occupants of the unidentified craft. They went so far as to estimate by the depression of the tracks were made by a (human) being of approximately 120-160 pounds.

Around where the craft had rested, the investigators found some form of exhaust heat had burned the sand and small bushed. Officer Zamora told investigators the ground was still smoking several minutes after the crafts' departure.[dxxxviii]

The local paper, 'The New Mexican' shared: "Lonnie Zamora stated when he looked at the side of the craft that it had an inverted red V with three bars crossing it. The Air Force told him not to discuss the markings."[dxxxix]

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According to the ‘Las Vegas Daily Optic’: “Officer Zamora was asked to compare his sighting to photographs of another photo of a craft taken in 1956 by a shipboard radio officer aboard the USS Ramsey off the California coast.”

To do this comparison, Officer Zamora was mailed photographs of the other sighting. According to the ‘Hayden Hews’, Associate Director of Interplanetary Intelligence of UFOs, the object was almost "identical" in size, coloring and marking and landing gears to the thing reported by Zamora. He stated: "either it was an awful good coincidence or it is the same object."[dxl]

The ‘Lovington Daily Leader’ shared: “while Zamora viewed the landed object, he rushed back to his car to radio to contact another state patrolman and Captain Richard T. Holder of White Sands Missile Range to request assistance in identifying the flying object.”

“According to a UPI release Captain Holder tried to determine if White Sands or Holloman Air Force Base, near Alamogordo, had an object, which would compare with the object reported by Zamora. The commander said, in these words, "neither White Sands nor Holloman Air Force Base has anything which would produce the situation." The investigation later determined the wedge-shaped indentations on the ground appeared to have unequal distances between them. They were 8, 12 and 14 feet apart and a fifth mark which was thought to be a ramp that had reached out 15 feet."[dxli]

Dr. J Allen Hynek Chief investigator for Project Blue Book was asked to investigate the case and requested Lonnie Zamora to re-enact the case of what he saw that day. Afterward, Dr. Hynek said: "I am more puzzled than I was when I arrived here." He added: "usually one finds many contradictions or omissions in these reports, but Mr. Zamora's story is simply told, certainly told without any intent to perpetrate a hoax. The story, of course, was told by a man who was frightened by what he did see; He certainly must have seen something."[dxlii]

The US Air Force could not conclude this case, and it remained closed as "Unsolved." A statement by one Air Force officer

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stated: "There is no doubt that Lonnie Zamora saw an object which left quite an impression on him. [dxliii]

APRO Investigators visited Officer Zamora to discuss the sighting. Officer Zamora revealed more facts to investigators:

1. “he first saw the object no farther than 450 feet away. To him it first appeared as an overturned car standing on its end”;
2. "he then saw what appeared to be two children or small adults in white clothing or some type of body suit";
3. “he reported hearing metallic banging noises”;
4. "he heard an ear-splitting roar, which filled the air and then witnessed the object "kick up dust";
5. “as the object ascended at a low angle, it made a high-pitched sound “whining” as it was at 20 feet altitude. It then left the area”;
6. "Officer Zamora and Officer Chaves could see several clumps of grass were burned. The FBI came to the scene and confirmed the impressions left by the unidentified craft";
7. “Zamora stated: The individuals around the craft were startled to see him (Zamora) and proceeded to run around to the other side of the craft. Zamora was equally surprised and ducked down near his car.”
8. “the FBI had contacted Officer Zamora and was informed not to discuss the “little green men” to newsmen. According to APRO, this was the only “censorship” they detected during the investigation.”[dxliv]

This case is one of immense importance, and we thank Officer Zamora for his courage to speak out and share the truth of what he witnessed that strange day.[dxlv]

He described these beings as: "small adults or large kids" and "normal in shape.[dxlvi]

Craft occupants at Springfield, Ohio: On January 8, 1974, around 3:00 am, a night attendant of a Masonic Home was driving

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towards his residence in Springfield, Ohio when he observed a UFO.

This next case comes to us from Leonard H. Stringfield and can be read in his book: "Situation Red, The UFO Siege." On January 8, 1974, around 3:00 am, a night attendant of a Masonic Home was driving towards his residence in Springfield, Ohio when he observed a UFO.

According to Dr. Stringfield books "Situation Red," the individual's car experienced electromagnetic effects when the UFO appeared. As the UFO descended near his car: he lost the power to his headlights and engine. The story shares "the headlights dimmed" and "engine died".

The UFO was "multi-colored" described as "that of a rainbow". Suddenly, "the rainbow light went out and what followed was the sight of a brilliantly lit six feet in diameter oval shaped craft."

"The object was said to have approached the windshield of his car and could see inside the craft. There in front of him were five occupants sitting motionless in a row looking at him. He believed these beings were three to four feet tall".

By "3:15 am, the UFO departed shooting up and an angle at a tremendous speed".[dxlvii]

Occupants at Fairfield, Ohio: This next case comes to us from researcher Leonard H. Stringfield. On December 22, 1974, around 10:30 pm a woman in Fairfield, Ohio looking out her bedroom window observed an Oval shaped craft hovering over her neighbor's home. The observer confirmed the object was large with green and white lights around the rim. According to the witness the UFO:

1. "had four square-shaped windows through which a white light illuminated";
2. "bounced slowly up and down";
3. "moved towards the church and position itself over the center of the Church and bounced up and down";
4. "remained stationary above the Church for 30 minutes while swaying from side to side";

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5. “had two occupants in the clear dome of the craft. These occupants appeared small, and she could see them to their waists.”

The occupants appeared to be waving their arms "as if gesturing to one another as people do with hands.[dxlviii]

Occupant at Canadian, Texas: On November 2, 1957, around 3:30 am several witnesses observed a submarine-shaped object about 10 feet off the ground three miles west of Canadian, Texas. According to the contents of this Air Force case: the observer rounded a curve and went over a slight knoll in the road when his headlights went out at this time.

After bringing his car to a stop approximately 100 feet past the object, the observer started to back up to investigate the UFO. However, after putting his car in reverse and getting scared, he changed his mind and started forward again. At this time his headlights came back on.

The object was the shape of a submarine shape including the conning tower position midway along the length of the fuselage. It appeared to be two or three times the length of an automobile (45 feet?) and approximately eight feet high at highest height.

The Air Intelligence Information report describes the object as red and white. Next to the submarine-shaped UFO appeared a white flag was extending from the top of the UFO or held by an unknown being standing nearby. A drawing in the case file suggests a humanoid standing next to a disc with a dome-shaped middle section.

The primary witness was a 41-year-old Civil Service employee from Vance Air Force Base, Oklahoma and a Sgt. from the 386th Fighter Boomer Squadron, of Cannon Air Force Base, New Mexico. Though the Air Force did what it could to get as much detail from the witnesses, it concluded "other" with comments suggesting "unreliable source.[dxlix]

One wonders in this last case, if the humanoid standing by his ship with a white flag was asking for help or sending a message like

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“stop, I come in peace”. We will never know, as the officer did not stop to see if the visitors craft had a flat tire.

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Chapter 13: UFOs / UAPs landing on the ground

As we discussed, UFOs/UAPs land at military bases, airports, and other locations. The reason for landing appears to be monitoring some predetermined target given to the pilots and occupants of the craft.

In the 1960s, several UFOs/UAPs hovered over Hercules launch sites. The Hercules missile sites had nuclear-tipped warheads. We can only assume, the visitors wanted to inspect this hardware. In the 1980s and 1990s, UFOs and UAPs landed at several elementary schools. The visitors remained distant from the children, though the children were on record as seeing and reporting the visitors to teachers and psychologists. The aliens were observing the children while they played.

From the 1950s through the 1990s, we have documented proof of UFOs landing in fields worldwide from America, Canada, England, France, Italy to South America. In some cases, the aliens interacted with humans while, in other cases, the visitors avoided contact. This reluctance to interact with humans makes us wonder why aliens have remained incognito. Aliens feared the unpredictability of man’s reaction to their presence.

In my research, I have come across several stories where humans have shot aliens or alien craft for any number of reasons. But it's not just ordinary humans that shoot UFOs / UAPs. As we said earlier, military pilots were ordered to shot at UFOs and UAPs from the 1950s through the 1960s.

So why do these UFOs / UAPs want to land all over the world? We learn through case analysis that UFOs land for several reasons. The UFOs land to inspect our sensitive military sites, pick up plants, inspect water, and inspect industrial emissions. Other times, we have read they hover over lakes and scoop up seawater with large hoses.

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In all these instances, these space visitors appear interested in studying not only what we are doing but what's going on with the plants, animals, trees, and human inhabitants.

While living in Farmington, Connecticut, I had several opportunities to see such strange crafts coming into my home development no higher than 25 to 100 feet off the ground. All of these objects were utterly silent. I captured a few of these objects on videotape, and it's bizarre, how quiet and eerie these things are.

I am not sure what they were doing over our homes and our pond; however, I am reasonably confident they were not fishing for Bass.

I noticed every time I saw one of these UFOs; I tried to run towards the craft only to see it zipping off. Twice I chased UFOs in my Jeep. Both times they doubled back over my head and zoomed away, leaving me in the dust. I felt ridiculous, but I also realized the pilots are smart.

One two other occasions, I had two UFOs cruise slowly right over my head. I was on the phone in my car with the sky view open, I looked up, and this gray ship about 25 feet long silently float over my vehicle. That’s right, "floated"! It was no more than 15 feet above my car.

Another time, sitting out back of my house, I was reading a book, and a larger ship (about 30 to 50 feet long) slowly cruised over my head. All I could see was the underbelly and three white lights on the tail section. There was no engine noise, no exhaust, no nothing but three big lights on its end. Each of these UFOs / UAPs were utterly silent (no noise what so ever). It was pretty amazing at the time.

I have several other exciting stories where I held my ground as the UFOs / UAPs got close to within 20 to 30 feet of where I was standing. It was fascinating to see these objects up close. I wondered who was inside and what they were doing near our pond. They were all very different shapes, small v-shaped craft, egg, hexagon, box (rectangular), mini-cigar, etc.

The oversized discs spotted on 95 were tremendous in size (about 150 feet to 250 feet in diameter). These UFOs / UAPs scared

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the crap out of me as to their sheer size, and they were no more than 100 to 200 feet from me. What I feared most was who or what was piloting the large ships and how many personnel were on board such large ships!

Before I understood the harm caused by UFO propulsion systems, I used to feel insulted when the ships zip off. Was it my looks, my strange hair cut, or my attire that they left so soon? I didn't even get a quick introduction. I could share more, but that's for another book.

In this chapter, we will read about the people who got a chance to get a good look at these pilots. In one case in this chapter, a significant event happened at Lakenheath several years before my father got stationed there in 1964. Too bad, I would have liked to have seen it.

Landing at Airports

UFO lands at Amarillo: On May 12, 1950, around 1:00 am a night serviceman (Mr. B.G. Hunter) watched a saucer circle the airfield at Amarillo, Texas. After the UFO made several swoops over the airport, the saucer came back and landed in the grassy plot in front of the parking area.

Hunter described the saucer as being oval shaped, about six feet in diameter and three feet high. Fire came from the back of the object in the form of two jets. When Hunter ran to the office and turned on the floodlights, hot exhaust roared from the jets, and the thing zoomed away. He then reported: “the grass was on fire where it landed, I had to get a fire extinguisher and put out the fire”.

The grass was charred as though it had burned with a blowtorch or flamethrower.[dl]

Hunter stated after he turned on the floodlights, he advanced toward the motionless saucer. But as Hunter neared it, he said the jets ejected fire, and the saucer whizzed away from the field.

That is when the saucer set fire to the dry grass, where it had been resting. Newsmen on Friday viewed a charred, "frying pan"

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shaped area consisting of a four-foot circular and a handle four feet long." Hunter finally said:

“I’m thoroughly convinced I saw a flying saucer, but I do wish someone else had seen it.”[dli]

A serviceman reported: "I glanced aloft and saw what appeared to be an exhaust flame approaching from the West-Southwest. I watched the approach of the flame until it passed overhead. I judged its altitude to have been approximately 500 to 700 feet. I was mainly interested in it because it did not have any navigation lights and until then supposed it to be a plane.”

"After the object passed overhead, I immediately returned to the main hangar, went inside and tried to awaken a pilot employed by Tradewinds Airport, who was sleeping in the hangar. Being unable to rouse the pilot I then returned to the front of the hangar and saw the object approaching 200 to 300 miles per hour.”

“I again went inside to try and awaken the pilot and being unable to do so, returned to the front of the hangar. By that time the UFO had swerved to the right and headed in the direction of English Field, Northeast. Approximately five minutes later, I was going from the office, in the front of the hangar into the main hangar itself, and saw this brilliant light approaching from the West-North-West.

I switched on the floodlights in the front of the hangar and saw the object come to rest approximately three hundred feet in front of the hangar, on a grassy area. A slight swishing sound accompanied the approach of the object. By the time the object had landed.”

"I had the floodlights on and stepped outside the hangar to get a better view of the object. It appeared to be flat on the bottom, but otherwise elliptical, with a sharp cut off section toward the rear. The

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rear of the object was sharply cut away. It had a bubble setting forward on the top of the object, which appeared to be about the size of a football helmet. Toward the rear of the UFO was what seemed to be a pipe or tube protruding from the body of the craft, approximately one-foot-high. The object appeared to be sitting on the ground, and small exhaust flames were coming from the rear of the craft. While it lay on the ground, it seemed to be idling."

"The object remained on the ground for a period of three to five minutes, and after returning to the front of the hangar, I noticed the grass beneath the object beginning to smolder and burn. While watching the UFO, it suddenly raised, a whining sound was heard, accompanied by white flames, approximately three feet in length, shooting from the rear."

After reaching a level of four feet, it then took off in a southeasterly direction, with a terrific roar. The takeoff was gradual, and it started off in a shallow climb until reaching the far side of the field when it started a steep climb. It then leveled off and seemed to turn, but without the bank of a conventional aircraft."

"It appeared to remain on an even keel while making the turn, and then proceeded to gain speed and momentum; headed in a Westerly direction, and with a sudden burst of speed was soon lost to sight."

"I would estimate the size of the object to be approximately six to eight feet in length; from one and one-half to three feet tall at the highest point. "After taking off, I noticed the grass where the object had been sitting was still burning. "I took a fire extinguisher from the hangar and used almost all of the contents in putting out the fire."[dlii]

Landing on Military Bases

UFO lands at Muroc Air Force Base: This next case listing is one of mystery. On December 17, 1953, a flying saucer came down at Muroc Field (CA). Many researchers claim, this case appears to be around the date when several crafts and their occupants land at Muroc (now Edwards) to meet with President Eisenhower. This case

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is now in several research books. If the story is true it would not appear in project bluebook and be classified.[dliii]

UFOs descend at Loring Air Force Base: Much of the information, in this case, appears to be missing. We do not know if the specific information has been classified. It was May 26, 1957, around 2:00 pm when a large rectangular object with six to seven smaller objects descend over Loring Air Force Base, Maine. The case file informs us the following facts:

1. “The larger rectangular object appeared to descend in a controlled stabilized manner”;
2. “The smaller objects fell in a fluttering motion.”;
3. “The objects were silver in color and had some red.”;
4. “The event was observed for 6 to 8 minutes from five members of the 42nd Bomb Group.”

According to the cover note of the file, each witness was considered by the interviewer to have high credibility. A Helicopter searched the area where the objects were believed to have landed. Nothing in the file indicates whether any evidence was recovered. According to the file, the interviewer believed the report of the sighting was "authentic."

A Teletype message was prepared and forwarded to the following commands: 1) COMAF 8 Westover Air Force Base (MA); 2) CONCSAC OFFUTT Air Force Base (NE); 3) Air Technical Intelligence Center, ATIC Wright Patterson Air Force Base (OH); and 4) Intelligence Headquarters USAF, Washington (DC).

The Air Force could not come to a final conclusion based on having "insufficient information." One comment in the file stated: "objects have the hallmarks of detached auroral streamers" – part of aurora borealis." No other information was in the file.[dliv]

This report is missing crucial information to come to the above conclusion:

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1. Each of the interrogation reports for each witness is not in the file;
2. There is no final report from the Helicopter pilot of what was seen or not seen;
3. There is no formal request to obtain these documents or locations where they might be.

From all indications this case could have been labeled "unknown." The question for all of us should be "where are the interrogation reports"?

UFO lands at Nike Missile Base

The following case is very bizarre, mostly for the reason the information is hard to find. Luckily, we have several sources that have come forward to collaborate some of the facts in this case. The following material is not in the Project Blue Book files.

The event takes place around 5:30 am on September 29, 1957, at Deerwood Nike Base, Maryland. Two soldiers manning a Nike battery site with the 4th Missile Battalion observed a UFO at Derwood, Maryland about seventeen miles from Washington, DC. The Facts, in this case, reveal the UFO:

1. “crashed momentarily and then took off near their location”;
2. "as it rose a piece came off and later recovered by the U.S. Army.";
3. “was wingless”;
4. "was teardrop in shape "ball like a nose, tapering to a blunt tail without propellers or wings.";
5. “had a humming noise”;
6. “was about 100 yards (300 feet) up moving very slowly.”;
7. “had no markings on it.”;
8. "skittered over the treetops breaking branches";
9. "cast: a weird glow over the whole area.";
10. “left a scorched strip on the ground for half a mile.”[dlv]

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According to the research group APRO, the Air Force sent two teams of 12 investigators, then proceeded to come up with several stories as to what caused the sighting. Some of these “causes” are as follows. The witnesses observed a:

1. “meteor”;
2. “a welding torch from headlines repairs by the Potomac Electric Power Co.”;

The above Air Force conclusions fell apart when it was confirmed: 1) Meteors do not fall to earth then move back up towards the sky; 2) The Potomac Electric comp

My question is why the Air Force would send out 24 (2 teams of 12) investigators to the field on one fallen meteor case? Could five to ten investigators do the work? It seems to me; the object must have been more than a meteor for twenty-four people to be told to investigate the landing site.

UFO lands at White Sands Missile Base

240-300-foot diameter UFO lands at White Sands Proving Ground: The next two cases appear to be related as the dates are within a day of each other and at the same location. The story comes to us from "Flying Saucers: Top Secret," Major Donald E. Keyhoe. Since the book is available, I will include a few facts here for the reader.

According to Major Keyhoe, on November 2-3, 1957 at 8:00 pm "Mr. Odis Echols owner of Station KCLV witnessed a "strange glowing object speeding southwest" near Clovis, White Sands, New Mexico. A few hours later over in Texas, Sheriffs in Levelland reported multiple cases to the Air Force."

Around 3:00 am on the 3rd, a large round device came down at White Sands New Mexico. Major Keyhoe in his new book: “Flying Saucers-Top Secret” reported the object: “obviously under intelligent control, slowly descended towards the north tip of the White Sands rocket proving grounds.” The sighting “was reported to Army

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Intelligence Officials" that two servicemen; "Corporal Glenn H. Roy and Pfc., James Wilbanks watched the UFOs cautious descent." According to the officers, The UFO:

any denied they had crews working at that time.[dlvi]

Finally, to put a nail in the coffin another witness came forward (a lieutenant) who confirmed he watched the object land.

1. "came down to 50 yards off the ground.";
2. "hovered for three (3) minutes.";
3. "stayed there three minutes, giving off a brilliant reddish-orange light.";
4. "came to the ground fairly fast.";
5. "looked like a completely controlled landing.";
6. Was "estimated to be between 240 to 300 feet in diameter."

The officers then stated:

"after a few moments it took off climbing rapidly out of sight."
"It was a controlled machine from outer space."

Then later that day, two observers, Robert Toby (GOC observer) and Cameraman Russell B. Day (CBS-TV) witnessed the same large craft at Deming, New Mexico. (See Nov 3, 1957, below).

Then at 8:00 pm, another event occurred at White Sands Proving Ground. A second Army jeep patrol with SP3 Forest R. Oakes and SP3 Barlow sighted a strange object hovering 50 feet above the ground. Their report to officials stated the object was approximately 300 feet long. To them, this object looked like a solid projectile with a distinct bright glow. After a few moments the object took off at a 45-degree angle and disappeared. [dlvii]

During this same period, Major Keyhoe in his book: "Flying Saucers" reported other sightings throughout Colorado, Texas, and Illinois. Just a Day later November 4, another massive craft appears near Alamogordo, New Mexico.

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I was not able to find the above cases in the Project Blue Book files. If these events occurred and reported to proper authorities, why were they excluded from the Air Force records? The only plausible answer was they were sent to a separate reporting center for “Top Secret” cases as described by General Bolender.

UFO lands and takes off at White Sands Proving Ground: This next story comes to us from the ‘Lubbock Morning Avalanche’ which correlates with Keyhoe's account in the previous story at the same location.

November 3-4, 1957 around 3:00 am a lone soldier on sentry duty witnessed the landing and takeoff of a UFO at the White Sands Proving ground, New Mexico. According to the ‘Lubbock Morning Avalanche’, a second Sentry report reveals that seventeen hours later the object returned and executed the same maneuver.

The two separate UFO reports seventeen hours apart seen at White Sands were "bright as the sun,". The UFO would come out of the sky, land and then take off. According to the observers, the UFO:

1. "was extremely bright, it appeared self-illuminating and did not light up the sky around it."
2. The UFO came "down within 50 yards of the ground. It remained on the ground three or four minutes giving off a brilliant reddish-orange light."
3. “came toward the ground fairly fast its light went out.” [dlviii]

UFO lands at Fort Hood

U.S. Army Tanks engage UFO at Fort Hood: This next case was in the research papers of Loren E. Gross. On November 7, 1957, a newspaper and research organization reported a large contingent of witnesses observed a bright object land near the Fort Hood Reservation.

Gathering near the Fort Hood airfield was City Patrolmen Leo Berman, Bobby Nobles, and Homer Cunningham, Patrolman Weldon Elliott and Pvt. Carroll E. Scott, Pvt. Robert Fesse as well as all of the

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720th Military Police at Fort Hood, and many members of the armed forces.

According to local Killeen newspapers: at 10:30 pm; "two Fort Hood military police said they got 'within about 300 yards of it'. The UFO was “hovering about 100 feet above the Fort Hood military reservation.”

The paper shared: “They said they got within 'about 300 yards of it. Then it went." Another news article during the week reported: “a luminous object that appeared to be twice the size of a house landed near Fort Hood.”

A policeman first reported watching the landing craft. About the same time phone calls were received from other people seeing the strange lights. From a confidential source; Army Tanks from Fort Hood, were sent out to investigate the object.

Word got back to headquarters as the tanks approached the strange craft, their diesel engines motors stalled. It was after this the commanders, and the crews reported their tanks became unbearably hot and were forced to climb out and run from the object. [dlix]

Not soon after this incident, the unidentified flying object ascended and vanished in the night sky. No report of this incident got further than Fort Hood, hence never mentioned in the local newspapers.

UFOs landing in Open Fields

Humanoids collect soil and water samples: On November 4, 1954, Jose Alves, a resident of Pontal, Sao Paulo was fishing in the Parde River when a silver craft approached. Alves observed the craft approach and then hover six feet above the ground. The UFO looked like two washbowls placed on top of one another face to face.

The hovering object had a diameter of 10 to 15 feet. It was then the observer saw three little men come out. Each of the beings, appeared to be three feet tall, had dark skin and was wearing a white colored skintight suit.

According to Alves, they did not notice him as they collected grass, leaves, and herbs. One collected water from the nearby river.

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He then said they boarded the craft and it took off.[dlx]

Additional information on this case comes from a second military file which shared: "he watched, transfixed, as it closed in with a wobbling motion and landed. It was so near we could have touched it, he said".

> **“The little men came out of "window-like opening in the side of the small object. The little man that took the water sample from the river placed it in a "shiny metal tube.[dlxi]**

UFO lands in the field at McKinney: On April 6, 1956, two men in a car were driving five miles east of McKinney, Texas when they observed a UFO. The Air Force UFO case file reveals the men described the object as being: “silvery” and some “five to eight feet” in diameter." The men observed the UFO land in a field 100 yards from their location. As they pulled their car over and began to watch the UFO took off at a terrific speed and disappeared. The Air Force could not come to a final conclusion for reasons of "insufficient data for evaluation.[dlxii]

Saucers land in a Texas field: The week of August 2nd was a busy time for residents of Fort Worth and Denton County Texas. The ‘Richardson Daily News’ and ‘Lubbock Avalanche-Journal’ informed the public of the nearby UFO sightings.

On August 2, 1965, two men in Denton County, Texas reported they witnessed two saucer-shaped vehicles settling quietly in a field just off State Highway 156. The objects were said to be glowing. The ‘Richardson Daily News’ shared the following information:

1. “Residents in Fort Worth reported three bright objects streaking northward across the sky. A carload of Fort Worth youths reported seeing one object take off into the air, moving in dipping, jerking and spiraling direction.”;
2. “Around 9:30 pm Carrollton patrolman Monroe Galloway reported a “bluish light” blazing across the sky”;

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3. “In Garland, housewife Mrs. G.B. said a humming, buzzing object hovered over her home for a while. She said it gave off a crystal white light.”;
4. "In East Dallas, hundreds of residents reported seeing football-shaped "blinking objects" flying over expressways.";
5. "Richardson patrolman Bennetts Anderson observed strange red, green and white lighted objects.";
6. Both: "Patrolman B. H. Anderson and Lieutenant Bob Taylor saw two objects wafting at a low level, west of the city limits just after midnight. An hour later, Anderson and Patrolman Mervicker, saw other objects in the sky over Campbell Road on Highway 5.";
7. “Lieutenant Taylor and Dispatcher Howard Wadsworth sighted similar objects on Monday (3rd).”[dlxiii]

The ‘Lubbock Avalanche-Journal’ add a few more sightings to the day's events:

1. A Rusk County woman reported seeing a strange flying object Monday night about 8 miles west of Henderson. She said it had three red lights, hovered in the sky for about 15 minutes and moved from east to west.
2. A Greenville radio station newsman also observed a flying object, emitting red, white and blue lights, as it moved from east to west over the Northeast Texas area.[dlxiv]

UFO lands at Universities

UFO lands on golf course at Ohio State University: On March 31, 1966 between 10 and 10:30 pm, two observers reported seeing an unidentified flying object over the city of Columbus, Ohio. The first observer witnessed the object land on the golf course of the Ohio State University and then take off. The other observer stated the craft had predominately green with red flashing lights in the shape of an inverted “V”. The Air Force could not come to a final conclusion based on “insufficient data for evaluation”. [dlxv]

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UFO lands on a field at Eastern Michigan University: In September 1966, three members of the University Police at Eastern Michigan University witnessed lights in the sky when they arrived at the field. A coed told university police a UFO came to land on the field. Over 300 University co-eds and over 100 male students reported seeing the UFO from their dormitories. [dlxvi]

UFO landing all over the place

Texas Highway Patrol reports UFO landing in Field: The 'Victoria Advocate' shared that on March 24, 1966, around 8:30 pm Highway Patrolman Buddy Means and Glenn Lisso reported a large bluish glowing object in the Aloe Field area at Victoria, Texas. The officers "were patrolling the area when they first spotted teenagers looking up at the sky. The two officers reportedly observed the object for four minutes and then saw it suddenly disappear northwest of an abandoned airbase. They said the object: "couldn't possibly have been an airplane."

The six teenagers also reported the same object along with one of the boy's Mother (Mrs. F.) and Aunt (Mrs. J.). Mrs. J. gave the same description of the object to Sam Hollan, the radio dispatcher at the sheriff's department."[dlxvii]

U.S. Commissioner watches UFO land: On November 4, 1966 around 10:00 pm U.S. Commissioner, John Vajnovic and his son observes a UFO land on a hillside at Weirton, Ohio. The object had been seen over previous nights and came to rest on a hilltop near State Route 66. According to the 'APRO Bulletin', when the two saw the object, his son became frightened and they left the area. They remained quiet on the incident until others came forward to report similar sightings.[dlxviii]

30-foot diameter UFO lands in Milford: On February 11, 1967 around 1:45 am a couple in Milford, Ohio reported a UFO landing. The object was mushroom shaped and had a shiny appearance and thirty feet in diameter.

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When getting out of their car the male observer aimed his light at the object at which point the beam reflected back. The 'APRO Bulletin' stated the female witness got scared and wanted to leave the area. The couple reported the incident to the Milford police and an officer returned to the scene to confirm broken branches and limbs. Researcher Leonard Stringfield commented that UFO sightings were seen about the same time in neighboring communities of Wyoming and Blue Ash, Hamilton County, Ohio.[dlxix]

Tear-drop-shaped craft lands on road: On September 20, 1967 around 11:15 to 11:30 pm two 17-year-old observers on motorcycles saw a light over Tipp City, Ohio. The flying object first appeared high in the air. As they watched it approach them, it flew over their heads in a zigzag fashion and went down into a nearby field.

The UFO came to rest on the ground no farther than 200 to 400 yards away from where they were. The object was teardrop shaped having three white lights in the middle and a red light on either end.

When it landed on Route 25-A it appeared to cover the entire road making it at least 30 to 40 feet long. No other traffic was noted on the road at that time. It remained there for one minute and took off. One thing they noticed was the craft was utterly silent (no noise accompanied the UFO).

The father of the boys reported the sighting to the Miami County Sheriff's Office. The Sheriff wanted to go back to the site with the boys, but they were too afraid to do so. USAF Colonel Manatt wrote a letter to the family of the boys on October 3, 1967 stating the young lads most likely witnessed an aircraft in its landing and takeoff pattern. Other people reportedly wanted to share the same report but were afraid of ridicule. The Air Force concluded the boys must have seen a "probable aircraft".

This case appears to be misclassified. If the object was 100 to 200 feet away, they would have heard some form of engine. Since the boys said there was no sound and it was tear drop shaped this would rule out helicopters and planes.[dlxx]

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UFO lands with occupants at Goshen: On October 19, 1973 around 8:30 pm a few neighbors in Goshen, Ohio observed a UFO land. According to Dr. Stringfield's book, an individual out on a walk with his two dogs observed a UFO land in a ravine.

"About 300 hundred feet from his location stood a fifty-foot diameter craft on three legs. The object was saucer shaped, had a bell top and was lightly dimmed. His dogs acted up reluctant to go further. It was about then the observer saw three beings moving up the ladder."

"One being was bending over picking up something and another was standing still."

> **"The dogs began barking and the beings went back into the ship. About two minutes later the ship rose, making a train whistle sound and "shot up and away into the sky". [dlxxi]**

UFO lands killing two Cows: On October 15, 1973 a woman from Boston, Ohio called Police both "hysterical and screaming" that a couple of cows were killed when a UFO came to rest in her field.

According to the 'Marshall Evening Chronicle', the above landing was one of 80 UFO sightings that evening. "Two police cruisers and an airplane tried to locate the object but could not". Other people called inform Dayton to Montgomery County stating they saw many shaped and sizes. One report stated the object was a "grayish disc with red and bluish green lights". Other stated the object looked like a blimp with red lights around the rim with a blue flame coming out the bottom. One person in Montgomery Ohio took a photograph of the object hovering over the village of Union for five minutes. [dlxxii]

Flying Saucers with portholes: An interesting story in the 'Hartford Courant' written by Robert F. Murphy and John K. Atticks III covered the story of a possible landing of a flying saucer. On October 7, 1965, a young man by the name of R.R. around 1:25 am, witnessed a UFO at Southington, Connecticut. The witness shared:

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He observed “this thing will all kinds of lights” at Mount Vernon Road and Prospect on Saturday night in Southington. Then the next evening (Sunday) around 10 pm at the same location he witnessed an object that was two and a half car lengths long. The observer mentioned:

“it was hovering 50 feet above his car as he drove under it.”
"it had a corrugated bottom,"

As he looked back, he noted it took off and appeared to land on the mountain about a mile away. He told reporters the object had many lights on the bottom and a white one went from "bright to dim."

He also noted other colors "blue and bluish green." On top of the saucer, he noted "a dome with four porthole type lights." Finally, the following night (Monday) he witnessed the same object heading toward the mountain again. [dlxxiii]

Landing in the Road, Driveways, and backyards

UFO lands in driveway: On August 6, 1955, around 1:00 am a person woke up to his barking dog alerting him to a UFO at his home in Cincinnati, Ohio.

“There at the end of his driveway was a 15-foot diameter UFO. The UFO was blinding white with an oval shape. The observer reported a pulsation of the object. As he looked at the object, it ascended soundlessly and streaked away with incredible speed towards the Fernald plant.”[dlxxiv]

Note the Fernald plant at that time was preparing Uranium for the production of nuclear bombs.

Cigar ship lands in a backyard with occupants: Richard Hall and Isabel Davis of NICAP investigated the following story of UFO occupants in a Connecticut Sighting. On December 16, 1957, Mrs. Mary M. Starr, a former teacher witnessed a UFO appear in her backyard at Old Saybrook, Connecticut. She shared: "I went to bed early," she said, "about 10:00 o'clock. Sometime between two and

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three in the morning, I was awakened by a bright light in my room. I looked out the window, and there was what I first thought was a crippled airplane in my back garden." She continues:

> **"But when I got my eyes open, I saw that it was a cigar-shaped object, brightly lit and with square portholes, hovering just above my clothesline." …"I could see men inside. . ."""The object, no more than ten feet from the north side of Mrs. Starr's home, was approximately 20 to 30 feet long and dark grey or black. It hovered motionless about five feet above the ground, between the house and the tool shed."**

Mrs. Starr saw no wings, no fins, or other appendages. Through its lighted windows, Mrs. Starr saw two figures that passed each other, walking in opposite directions. She continued with her story:

> **"I could see that it [the object] was so shallow that the men could not have been more than three and a half or four feet tall,"**

She told the investigators. "The occupants' right arms were raised, but no hands were visible. They wore a kind of jacket that "flared out" at the base, and their heads were unusual - square or rectangular, red-orange in color, and with a brighter red "bulb" in the center."

She thought they might be wearing some helmets. The lower portions of their bodies were below Mrs. Starr's sightlines. She saw nothing else in the object, such as chairs or instruments. A third being came into view from the left.[dlxxv]

Brazilian fisherman report humanoids: On May 14, 1960, around 4:00 am a fisherman spotted two humanoid beings near a space ship in Paracuru, Brazil. (4:00 am). According to Brazilian newspapers: "...A fisherman, Raimundo Ursulino dos Santos, was leaving his residence to go to town about eight kilometers away. He

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spotted two disc-shaped objects on a sandy hill of a nearby beach. The strange machines were aluminum in color, and as he approached the beach, Raimundo sighted: “two beings of human appearance outside the airships, talking with each other."

> **“They were small and very pallid. One occupant was in a blue suit, and there was a kind of translucent glass-like helmet on their heads. Then one of them saw Raimundo who had stopped, not believing what he was seeing. The fisherman was too frightened to obey. He turned back and ran away as rapidly as possible, yelling for help. When he came back with other men, they found only the marks on the sand at the places the two discs had landed.”** [dlxxvi]

The ‘APRO Bulletin’ listed the above encounter as well as another nine cases happening that evening over Brazil, some witnessed by over ten people while it hovered over the Sea. In one example,

"A fishing boat with three people aboard was moving through the quiet sea, far from the coast. The sky was clear and cloudless. Suddenly the attention of the fisherman was called to a strange looking dark object that was coming down on the boat, out of nowhere”. “It stopped at 300 feet above the boat and became motionless.”

The UFO was “emitting a strong blue glow, which illuminated the boat. There was no sound. It hovered for three minutes, and then moved away toward Paracuru.”

“It was then at 7:00 pm, more than 100 excited citizens at Paracuru watched the appearance of a strange disc-shaped craft over the town. Flying about 600 feet above the ground, at low speed, the “noiseless” object maneuvered over the town’s main part in several directions. Once it even stopped in mid-air close to the towns church – in a strange titled position. It was oval shaped, almost circular, about 60 feet in diameter, and showed a smooth, polished dark gray surface. There was a strong bluish light on top of it.” [dlxxvii]

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UFO lands on Mesa: This next case comes to us from three other sources. APRO, ‘Las Cruces Sun News’, and the ‘El Paso Herald-Post’.

At 2:30 am on September 26, 1960, two officers from the Las Cruces Police department followed a UFO, that appeared to land on a mesa west of the city.

According to the officers, the object looking like a bright ball of light began the land. They drove to the landing site and came to within a few hundred feet of the UFO when it suddenly took off "with a blinding flash at great speed."[dlxxviii]

According to the local newspaper ‘Las Cruces Sun-News’, the officers were in the same patrol car and got within 100 feet before it took off. Officer Rios stated: "it moved at a tremendous speed." As it flew away: "it left a trail of dripping green fire in its wake which extinguished almost immediately." The Las Cruces police departments relayed the information (around 4:10 am) to Alamogordo and were informed Holloman had called a base alert in connection with an unidentified flying object (UFO).

The report then stated, "Alamogordo and White Sands Missile Range then called Las Cruces station in an attempt to get further information." It was then White Sands confirmed personnel at that installation at 3:00 am saw the same described UFO. [dlxxix]

At 3:00 am several residents came forward to share that in the early morning hours they observed a UFO at Las Cruces, Alamogordo, and White Sands. Holloman Air Force Base said reports on the unusual sightings presented to the UFO officer were believed to be a meteor. In conflict with a regular meteor event, this UFO descended to the earth, stopped on the ground, then flew upward into the sky at a tremendous speed. Given the object’s unusual flight characteristics, several Alamogordo Police officers stated they did not think what they witnessed was a meteor.

The object was a "green disc" with three exhaust ports emitting what appeared to be green and white phosphorus. They then confirmed the UFO was at a great distance but made a turn and disappeared. [dlxxx]

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The El Paso paper shared the object was traveling on a “level trajectory” from east to west and had a trailing orange flame behind it. Despite the Air Force believing this was a meteor, we again have to ask the question, how many meteorites are known to have descended toward the ground, then accelerate back into space?[dlxxxi]

Reverend reports UFO in France: On November 19, 1960, Monsieur Remy Carbonnier observed a UFO standing on legs near Rouen, France. According to an article in the ‘Flying Saucer Review’: "Monsieur Remy Carbonnier saw a UFO standing on legs on the railway track near his house during the night. He and his dog 'Belote' went to inspect the spot next morning. He found no marks or traces there, but 'Belote' sniffed the ground and then dashed away, howling.”[dlxxxii]

Saucer lands on highway in South Africa: On September 16, 1965, two police officers on patrol reported a flaming saucer after midnight that landed on the main highway near Pretoria. According to the ‘Dallas Morning News’:

> **"The officers said the object was 30 feet in diameter and resembled a giant spinning top. The two officers claimed that as they approached the object, it then took off silently at great speed with flames shooting out its underside.”**

Scientists came to the site where the UFO came to rest and examined “the spot where it left a 6-foot wide section of the tarred road burned.” They could also see that the “Grass on either side of the highway was slightly scorched.”[dlxxxiii]

75-foot-long UFO lands on highway with occupant: On March 23, 1966, William Laxon, an electronics instructor reported he witnessed a "perch shaped" object sitting on the highway in southern Oklahoma. According to the paper he shared:

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"I stopped the car about 50 yards away, there were four very brilliant lights on my side." He then said these lights were: “bright enough a man could read a newspaper by the light several miles away." He then observed what he thought was a human being with a flashlight outside the craft. This "being" when seeing Laxon climbed back into the craft by stairs and slammed a door shut. The man had some green suit or overalls on.”

The craft was seventy-five feet long and eight feet high. The UFO rose vertically and headed south. Laxon reported the sighting to the Air Force. The Airforce interviewed the witness, and they believed he had witnessed a helicopter. The very unusual thing about this craft was it had two letters and three numbers on it.[dlxxxiv]

According to the Project Blue Book files, the encounter took place on March 23, 1966, at Temple, Oklahoma around 5:05 am. The witness: was a Mr. W.E. Laxson. The object had the appearance of a conventional aircraft (C-124) without wings or motors.

The craft was 75, long, 8 feet high and 12 feet wide. It had a bubble (Plexiglas) canopy on top similar to a B-26 canopy. This thing sat on the highway where a man dressed in military work clothes entered, and it rose after about 40 seconds. The official Files stated the conclusion of this UFO sighting was "unidentified."

Furthermore, information in the file states that around 5:05 am, the witness observed the object parked on the road in from of him. He stopped the car and got out to get a better view of the object.

The UFO was parked so that it blocked a portion of a road curve sign. There were no sharp edges on the craft noted by the observer.

As the observer approached, he noticed a man wearing a baseball cap enter the object by steps from the bottom. After the man had re-entered the UFO, it began to rise from the pavement about to fifty feet and then headed in a southeasterly direction at approximately 720 mph.

The object had forward and aft lights that were very bright. As the UFO rose from the ground, it emitted a high-speed drill type

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sound, plus an additional noise somewhat like that of a welding rod when an arc is struck.

He noted some supports on the bottom of the object. The witness then got in his car and drove fifteen miles down the highway where he talked to another witness who also stopped to see some lights over Red River. The witness believed this might have been an experimental craft by the Air Force or Army, however, the military after the review found that no new experimental or other aircraft were in the area at the time. Because of this factor, the Air Force concluded this case was "unidentified."

A drawing in the file depicts the object from 80 feet in distance. The object resembles a football shape with a round circular window of two feet in the upper half of the craft. The door with steps appears nearer the bottom section forward of the window placement. The fuselage was aluminum in color and texture. The landing pads seemed to be approximately three feet in length from the vessel to the ground. Four lights appeared on the craft, two facing downward placed in the lower half section and two others pointing outward in the upper half facing forward and backward.[dlxxxv]

UFO occupant sighting at The Temple, Oklahoma: This next case comes to us from Kevin Randle.

According to the ‘Dallas Morning News’: Mr. E.L. told his story to a truck driver, who also saw the same object.

“Mr. E.L. was driving west on US 70 in South Oklahoma when he first saw the object. He said: "I saw what I first believed to be a huge can or a house in the middle of a move, stalled on the highway.”

“I got this impression because of red lights that flashed on and off. Since I could not get by it, I parked my car about 100 yards away and walked toward the object, thinking that I might render some assistance. As I got closer, looking from the side, the UFO looked like a perch fish. I noticed it had a plastic bubble in the front. In the side, I made out the figures TL4 with the last two letters 38".”

“He could not make out the other letters. He then saw a man wearing what appeared to be a mechanic’s hat, climb a latter into the object. Not much later the object rose from the ground with the sound

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of hissing geese or a welding torch and took off toward Red River."[dlxxxvi]

75-foot diameter UFO lands on Minnesota highway: Around 4:30 to 5:00 pm on January 25, 1967, Mr. Howard Lenz of Howard Lake, Minnesota observed a 75-foot diameter object land on a highway in Minnesota. The facts in this sighting were:

1. "the UFO had a tripod landing legs";
2. "it was 25 meters in diameter and 10 meters high";
3. "the object made a loud whirring noise";
4. "an elevator lowered to the ground from the underside";
5. "an average sized man wearing a tight-fitting suit and a glass helmet stepped out of the craft."

According to Jacques Vallee, the witness stayed in his car and locked himself in as he watched what transpired. The observer stated the man "seemed to be checking something out" before leaving. The man walked around the entire ship then departed. The Air Force could not come to a final conclusion on this case for reasons of "insufficient data for evaluation.[dlxxxvii]

Landing near Electrical Substations

UFOs land at electrical substations, usually to syphon off energy. There are several cases from Connecticut, here is one from Utah.

UFO at the substation at Eureka, Utah: In 1962 a Stead Air Force Base officer admitted an unidentified flying object landed near an electrical power substation at Eureka, Utah.

"The Air Force spokesman at Stead Air Force Base admitted that the object had landed and that the power substation has not been in operation during the forty-two minutes the object was on the ground near it." "He also told newsmen that the presence of this

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object had not been admitted to newsmen until the power station was in operation again – after the object had left."[dlxxxviii]

Landing near Water

Disc lands in a reservoir at Oradell, New Jersey: This next case comes to us from the U.S. Air Force and the research groups, N.I.C.A.P. and APRO On September 15, 1962, around 6:00 pm at Oradell, New Jersey, former Navy flying officer, J.J. McVickers witnessed two shiny round discs across the state line. Several other witnesses including a NICAP member saw the object between 5:00 and 7:55 pm. At one-point police said a man reported seeing the object descend and land at the reservoir. The witnesses heard a splash. The witness declared it then climbed silently at high speed. [dlxxxix]

The official Police report in the Air Force file reflects the following facts on the UFO sighting:

1. At 7:55 pm, three boys were out of breath and appeared to be very frightened;
2. They reported seeing a flying object over the reservoir in the area of the dam;
3. This object seemed to hover in the air, then something dropped from the craft came down and struck the water;
4. It seems it landed in the water south of the dam, in the river;
5. The flying object left the area at a high rate of speed;
6. The boys said the UFO was round with a fin protruding possibly from back or bottom;
7. It made no sound. The only noise heard was when I struck the water.'
8. Men working on the other side of the reservoir also heard the loud splash;
9. The boys said they saw another man in the park, and when pointing it out to him, the man ran in the opposite direction;
10. Officers Brennon responded to these men, and no trace evidence found;

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11. The drawings in the file, clearly appear to be a glowing "egg-shaped" craft.

The Air Force concluded the witnesses (all of them) must have seen "Birds.[dxc]

According to APRO, Robert Decker, Steve Nagy, and David Finley were at the Oradell reservoir when they saw a strange, saucer-shaped object land in the water just south of the dam near Oradell Avenue. According to the trio, the object landed, with a big splash (which they heard) then took off at high speed. It was disc-shaped with a band around the middle, "spots" on the upper half and a "fin" protruding from the lower half. William Cooper and Alfred Tauss also witnessed the object and went on the record they saw an object as if "it was looking for something." The UFO they saw was over the reservoir around 8:00 pm near the junior-senior high school where they were at the time.

James Rafferty and Ernest Kuver, maintenance employees at the Record, reported seeing two brilliant white lights in the sky at about 5:00 am Tuesday. The lights did not move, but suddenly disappeared in the east in a puff of smoke, they said. They told journalists that two maintenance men at the City Incinerator (Tuesday) plant also saw the lights.

The ‘Newark Evening News’ for 24 September 1962 printed some additional facts: It seems that at 4:08 am on the 24th, five Hawthorne policemen, one Passaic County Park policeman, a night watchman and a photographer, saw "the object come into view above the quarry," as it had several times previously.[dxci]

Again, it seems from all the witnesses above this case was clearly misclassified from all accounts. Birds are not round, do not carry lights nor are they of significant size to make large splashes entering water from distances. I think the “fin” characteristic is telling of a UFO, unless we are discussing a 26-foot prehistoric tetradactyl bird.

Egg-shaped UFO landing at New Mexico (The Gallegos Case): This next case is in several regional papers covering the UFO case. On April 26, 1964, at around 1:00 am, Orlando Gallegos

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reported seeing an object at his fathers' home north of La Madera, New Mexico.

An egg-shaped craft somehow appeared and was sitting in a gravel area. That same day at Socorro, George Mitropolis of Albuquerque witnessed a luminous flying object.

According to Mr. Mitropolis, the UFO looked like an upside-down bathtub (flat on the bottom, round on top), without lights except for a glow like exhaust underneath it. The UFO came over the crest of the mountains then went back down. [dxcii]

"The next morning (Monday) City officer Nick Naranjo accompanied by a reporter visited the landing site. During the initial sighting, Gallegos had seen a telephone pole across the road and was able to compare the object to the size of the pole. He said the object was the shape of a "butane tank" and was as tall as the pole. He also said a blue flame spurted out jets on the bottom of the craft which led to brush fires. Investigation of the scene suggested the object was 20 feet long. Large rocks within the area showed signs of extreme heat. Captain Martin Vigil stated that his belief that "something was there.[dxciii]

Orlando Gallegos stated the craft was at least 14 feet in circumference.[dxciv]

In the Gallegos case, officers found landing gear impressions at the scene just like the Socorro case with Officer Lonnie Zamora two days earlier (April 24th).[dxcv]

"A photograph in the local paper shows Espanola Police officer standing next to the charred area at La Madera. The report stated Major Connor, UFO investigator from Kirtland Air Force Base also visited the site to make his final assessment. The object landed at the Vallecitos creek bank. Photographs were made of the landing site as well as impressions that appeared to have been made by the fixed landing gear. The ground was still smoldering after the sighting according to reports. "[dxcvi]

According to another report, the object was cigar-shaped, having the color of bright metal. The flying craft was without windows and was sitting on its end while blue flames came out from what appeared to be jets. The observer returned twice more, and while he

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watched the second time, the flames disappeared as if they had been shut off.[dxcvii]

In studying this case, we can wonder what is the chance of two similar shaped craft, being seen, in New Mexico two days apart.

Landing at a Cemetery

There have been a few landings at cemeteries. One in Chicago in the 1960's where policeman chased the discs for several blocks until they lost it. The following case is in Massachusetts.

UFO lands at cemetery: This story is from an article found in the U.S. Air Force Project Bluebook file. On May 16, 1965, between 9:00 and 10:00 pm four students witnessed a UFO at Lawrence, Massachusetts. The witnesses described the UFO as being more prominent than any plane they had seen before. The witnesses soon left the area and believed the white UFO was now following them.

They quickly drove to Father Guy J. Cyr, a Sacred Heart parish priest. Cyr admitted to authorities the four young adults appeared visibly "scared." The four boys joined by another person and visited Mt. Vernon Ball field where they witnessed another UFO. This time all five young people smelled sulfur as well as heard unusual sounds they thought were crickets. The next day they returned to the Ballpark and entered the Emanuel Cemetery. It was in the cemetery they found a large circle.

The grass in the circle was pushed down and scorched, in the perimeter. Four other witnesses soon came forward:

1. Two other boys stated they saw the object a few hours earlier and
2. Two others young females overheard the story and decided to go out and see for themselves.

The two ladies came across the smell of sulfur as well but thought they heard the sound of a "hovering helicopter." It was interesting that many residents at the time, speaking to Father Cyr,

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stated their dogs were barking furiously. Together, with the circular image on the ground, the smell of sulfur and the sighting they concluded it was a flying saucer. [dxcviii]

Touch down Landings

Two NASA engineers observe a fast-moving UFO: This next case comes from two sources, APRO, and Frank Edwards. This case takes place in Hampton Virginia where my father was stationed at Langley Air Force Base from 1960 to 1964. At this time, Hampton was home to the Mercury Astronaut Program; flight wind tunnel tests.

On January 27, 1965, Major John Nayadley, a NASA research engineer and former AF Pilot, saw a UFO over Hampton, Virginia.

Nayadley thought it was a shooting star because of its speed, but as it got closer, he observed a "V" shape design showing red-orange lights on the outer edges.

Another NASA engineer, A.G. Crimmins, Jr. confirmed seeing the UFO maneuver close to the ground. Mr. Crimmins saw the thing: "zigzagging as if searching for a landing spot." When looking through binoculars, he observed an "edge or rim of a rapidly spinning disc." The UFO then performed a brief "touch-landing" then it took off and rapidly climbed out of sight. The Air Force stated the object was a helicopter; however, Mr. Crimmins stated: "no helicopters were flying at that time.[dxcix]

UFO lands after Police report five UFOs: The 'UFO Investigator' reported that five UFOs appeared over South Hill, Virginia on April 22, 1967. Police Chief Bill Williams and several officers reported the UFOs between 8:00 pm and 9:00 pm.

"Three lights rose from the ground and were immediately followed by two others. The objects then created a diamond shape formation while in flight. The officer gave chase in his patrol car reaching speeds of 70 to 75 miles an hour."

"According to the research group NICAP one UFO: "dipped down and rose up several times behind trees. At one point the thing turned abruptly and headed toward town. It then stopped and

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remained stationary.” Chief Williams then said I have: "never seen anything like that."

“Around the same time, the South Hill police dispatcher observed a "pinkish ball of fire" at treetop level. The object at this point became stationary. It then began to move slowly and disappeared behind a hill.”

“At 9:30 pm several South Hill residents with CB radios communicated back and forth about a red ball object changing colors to orange-yellow. The objects were seen dropping behind some trees.”

“Then two distinct objects rose above the trees. The observers then stated the two distinct objects came together as one object. This object then dropped down behind the trees and rose one final time again as "three objects.”[dc]

Egg-shaped UFO lands near barn with strange beings: On September 15, 1967, two teenage 14-year-old girls were having a sleepover when they observed an egg-shaped object and occupants near their barn at Winsted, Connecticut. It was around 8:45 pm when the girls looked out the window and witnessed a glowing “egg-shaped" object about 200 yards away. The craft was “over or beyond the barn complex” and was hovering and moving back and forth.” This back and forth movement occurred at least ten times.

The UFO

1. “appeared the size of a Volkswagen car”;
2. “changed colors first "white" then "Beige," then "Pink" to "deep red-orange";
3. emitted the sound like that of a was “a lawnmower engine.

The Occupants

According to the young ladies, the occupants were quite odd. "When they looked out the window again and noted the two small

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figures leave the barn and approach the mailbox looking in the direction of the home.” They said:

1. “the beings to be not more than 4 feet tall and wore similar uniforms.”
2. “one of the beings "appeared to have an abnormally large head."

“At first, the two girls assumed these two beings were children as they left the mailbox area and headed under a tree in the shadows, but then discounted that as they did not react to the "egg-shaped craft" that was still moving about the field. It was then a third figure joined the first two beings. They then darted across the road by the side of the barn and disappeared.” A car approached, the object's light then "went out," once the auto passed and went up the road, the UFO lights "came back on."

“The girls grew weary of watching the object and showed it to their mother when she came back from shopping, by that time the object was very dim and in the distance. That same evening two adults saw the same craft for 5 minutes within 40 minutes of the girls sighting.”

The UFO was in the area for 35 minutes.[dci]

Tear-drop-shaped craft leaves a burned area: Mrs. C. P. and her son Jack observed a glow through the woods near their home in Winsted, Connecticut on September 20, 1967. The time was 10:30 pm and the two of them gazed at the glow from her son’s room. At first, Mrs. Pasko believed the glowing light came from a fire out of control; the son did not think it was a fire but they agreed the object must have been "peach-pink." Larry Fawcett, a well-known researcher, and former police officer completed the report on this UFO case.

A Forest Ranger, accompanied Mr. P to the edge of the property where the glow was seen. The Ranger, claiming unanimity, looked down on the ground and could see a "tear-drop-shaped" 35

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feet diameter depressed area. The area had been burned leaving the teardrop shape.

The two men also noted four triangular imprints, one in the exact middle of the circle while the other three were around the perimeter. The exterior marks formed an equilateral triangle, each section ten-feet apart from the other.

Mr. P. was informed by the Ranger, that he and his brother had seen these before and believed a UFO landed on the spot. Later two schoolteachers from the area came by to see the landing site and also commented that they saw an airborne object come in on a slanting trajectory, breaking and burning limbs and leaves.

Larry Fawcett mentions that several high trees adjacent to the burned area were broken off near the tops and the trunks were scraped as if a falling object had come into contact with them. [dcii]

Police and residence witness a UFO at Redland, California: Dr. J. Allen Hynek gave credence to a UFO event that included twenty (20) witnesses. On February 4, 1968, at approximately 19:20 pm, twenty witnesses watched an object with lights over Redland, California. Police on the scene reported what they saw. The UFO:

1. “came to a stop, hovered briefly,”;
2. “jerked forward, hovered again”;
3. “shot straight upward, stopped and hovered again”;
4. “as it gained altitude, it shot off with great speed”;
5. “was estimated to be 50 feet in diameter”;
6. Had “eight to ten lights were on top, seven lights on the bottom all reticulating alternating colors.”

According to J Allen Hynek, the Air Force did not fully investigate this case. However, an Air Force file exists where the classification is "aircraft." [dciii]

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Chapter 14: Friendly and hostile aliens

As a researcher in this field, I have found that most encounters between man and alien are friendly. It appears they see earthlings as a focus of curiosity.

The visitors deploy from their mother ships, shoot down through the atmosphere, arrive at the appointed missile base, nuclear or industrial plant. They then monitor radiation and pollution levels, document their findings, and zip back to the mothership.

The US Air Force Academy has a manual for Cadets that states they believe some alien species have been visiting earth for thousands of years. If these visitors wanted to harm us, would not that have already taken place?

Despite these alien species visiting earth for centuries, people on earth remain alive today. Why is that?

The other thing that has come to light is that some alien species are friendly while others appear hostile. We know this fact through documentation of cases with human interaction. The difference between friendly and hostile seems to be where a person is treated as a contactee or abductee.

A contactee is where the alien interacts with a human in a friendly manner. In these cases, the human may or may not understand the language of the alien. In some cases, the aliens have a translator.

As to abductees, the cases reported are more hostile and are caused by one or two specific species of visitors. An abductee is where the person is taken against their will and examined aboard the space ship then released. An excellent example of this is the 1961 abduction case of Barney and Betty Hill in New Hampshire.

Humans need to know the difference between the friendly and hostile species visiting earth. Until now (2020), the United States government has not held any formal meetings on UFOs since 1968. The US government has not published any material on which species we need to be wary. As such, two private organizations decided to create a public forum to share military stories of UFO encounters.

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The Disclosure Project

In 2001, “The Disclosure” project (led by Dr. Steven Greer); was the first public presentation on extraterrestrial visitation. Held in Washington DC at the National Press club, various military and government contractors shared their UFO experiences. The presenters came from all military branches as well as other government agencies. This presentation also included testimonials from former FAA personnel and other scientists around the world. You can find Steven Greer and the Disclosure program at this site: http://www.disclosureproject.org.

The Citizens Hearing

In 2013, “The Citizen Hearing” (led by Steve Bassett); was the second public presentation of UFO Material on national Television. This too was held at the National Press Club in Washington DC. This time six former congressmen and congresswomen presided over the 5-day event as witnesses under oath shared their testimony.

You can find Steven Bassett and The Citizen hearing video at this site: http://www.citizenhearing.org

From the above two public forums we learn that there are some 50 species that have been catalogued by our military. Some are friendly towards humans and some are not.

In this chapter, we discuss those alien species that have been hostile towards man.

We have been warned of a potential conflict during alien encounters

There have been individual leaders over time who were perceptive, and honest enough to discuss the potential of Alien attacks against man. General Douglas MacArthur, General John A. McDavid, General Benjamin W. Childlaw, President Reagan and

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President Mikhail Gorbachev all discussed the potential of conflict of man meeting aliens.

General Douglas MacArthur: General Douglas MacArthur made two speeches about the hostility of Alien races:

Statement 1

On October 9, 1955, the New York Times published an interview with Mayor Achille Lauro of Naples, Italy. The Mayor had just visited the General Douglas MacArthur's suite at the Waldorf – Astoria and stated: “The nations of the earth would some-day have to make a common front against attack by people from other planets.”[dciv]

Statement 2

On May 12, 1962, General MacArthur addresses the Corps, General Westmoreland, and General Grove at West Point. In this speech, General MacArthur states man will someday encounter some hostile aliens.

> **"the primary target in war, no longer limited to the armed forces of an enemy, but instead to include his civil populations; of ultimate conflict between a united human race and the sinister forces of some other planetary galaxy; of such dreams and fantasies as to make life the most exciting of all time. And through all this welter of change and development, your mission remains fixed, determined, inviolable: "it is to win our wars."** [dcv]

General John A. McDavid, Strategic Air Command: General John A. McDavid (USAF) was chief of communications and electronics for Strategic Air Command in May 1957. (Source: af.mil).

During a graduation ceremony at Milliken University, Decatur Illinois he shared: “Before long, people may be forced to realize and accept as a fact that this earth is only an infinitesimal grain of sand in

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an infinite universe, that the human is one of many forms of life with which God is concerned and others are superior to us". …."And if this is true", he warned, our meeting with other types of existence in other places in the universe quite likely will increase the potential element of conflict rather than reduce it.'" [dcvi]

General Benjamin W. Chidlaw (Air Defense Command): Benjamin Wiley Chidlaw was a four-star General and the commander of Air Defense Command (Air Material Command) at Ent Air Force Base, Colorado. During an interview with Robert Gardner in February 1953 he shared the following:

> **"We have stacks of reports about flying saucers, We take them seriously when you consider we have lost many men and planes trying to intercept them".[dcvii]**

Major General John A. Stamford: On July 29, 1952; Major General John A. Stamford, Air Force director of Intelligence followed his orders. He held a press conference on Television to calm the nation. On YouTube you can see him practicing over and over what he is about to say. He shares the following: "We are fairly well convinced that the so-called flying saucers are not anything posing a threat to the air defense of the United States."[dcviii]

Later that same day at 3:00 pm near Washington DC an Air Force pilot sighted three round sphere-shaped UFOs ten miles southeast of Andrews Air Force Base, Maryland. The spheres were both seen visually and tracked by CAA (FAA) radar.[dcix]

Perhaps Stamford was right, though I am sure he was unaware that a few hours after his speech that Maryland would play host to sight-seeing visitors.

General Ramey goes on Television: A few days later General Ramey appears on a Television show. The 'Daily Boston Globe' tells us that on August 3, 1952, General Ramey admitted on the television show, those investigations would continue into the UFO phenomena. Ramey made two impressive comments;

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He was convinced that Soviet Russia could not produce a material object capable of the limitless speed attributed to the "saucers." He was convinced at least that the saucers had no hostile intent. The article continues noting, "he did not rule out the possibility that the objects were interplanetary visitors, but he was exceedingly skeptical."[dcx]

UFO occupants attack Man

It would be several years later; we find that all aliens are not created equal in that some do not like Humans:

UFO attacks on Missile after Launch: In June 1957, an Atlas, Intercontinental Missile, capable of carrying a nuclear warhead was blown out of the sky by a UFO. This initial test flight took place at Cape Canaveral, Florida. Local newspapers carried the story but was soon hushed up and later picked up by Australian researchers. The information provided in the article shares:

1. “the missile, designed to carry a nuclear warhead, 5,000 miles, was making its first test flight”;
2. “the atlas exploded shortly after being launched on Tuesday, June 11, 1957”;
3. "an official said there were no casualties and 'valuable information was gained.' It leveled off at 5,000 or 6,000 feet and then exploded in a tremendous ball of fire.”;
4. “an observer at the proving grounds was understood to say to a press photographer, 'Good heavens, it's being plucked out of the sky.”;
5. “a reporter on a Jacksonville paper stated that just before the explosion… he saw what appeared to be a light or lighted object diving towards the rocket."[dcxi]

Russian Batteries fire on UFOs: The Russian Air Force (like American pilots) fired on UFOs during the 1960's. These fatal encounters involved air to air missile strikes and ground to air

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launched projectiles. According to the ‘Flying Saucer Review’ (FSR), such an incident happened on a "hill near Rybinsk" during the summer of 1961.

The ‘Flying Saucer Review’ magazine provides the following story. A "huge disc appeared, at the estimated height of 20,000 / meters, and with it many smaller discs."

1. "The UFOs took up positions and appeared to be studying the missile-site. A nervous battery-commander panicked and gave -an unauthorized-order to fire a salvo at the large disc.
2. The missiles were fired. All exploded when at an estimated distance of some 2 kilometers from the target, creating a fantastic spectacle in the sky."
3. “A second salvo followed, with the same result.”
4. “The third salvo was never fired, for at this point the smaller discs went into action and stalled the electrical apparatus of the whole missile-base.”
5. “When the small discs had withdrawn and joined the larger craft the electrical apparatus was again found to be in working order."

This case if true, it would be a good example, of how UFOs will defend themselves when they come under attack from man.

We learn from Gordon W. Creighton that these stories come to us from an Italian investigator by the same of Signor Alberto Fenoglio. Signor was able to obtain this information directly from Russian witnesses as well as a Russian diplomat and a Russian engineer. These stories come from Signor's article which appeared in "a Rome journal devoted to missiles and space research." The issue in which this story came was "Oltre Il Cielo: Missili & Razzi."[dcxii]

F4 Phantom under Attack: A U.S. Defense Intelligence Agency (DIA) UFO report was forwarded to the White House, Secretary of State, Joint Chiefs of Staff, National Security Agency (NSA) and Central Intelligence Agency (CIA) on a UFO over Iran in

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1976. The report contained an aerial engagement between two Iranian phantom jets and several large UFOs.

Several researchers requested a copy of the UFO encounter via the Freedom of Information Act. The DIA responded to the request and located 61 pages on the case. Another 16 pages remain classified and are not releasable to the public. (Source: CUFON.org)

The Iran UFO Incident:

Around 12:30 am on September 19, 1976, an F-4 jet under the command of Captain Mohammad Reza Azizkhani was scrambled from Shahrokhi Air Force Base in Tehran to intercept an unidentified flying object.

The first UFO (Ob.1) was so bright it could be seen at 70 miles in the distance. Upon approaching the object, all communications and electronics in the F-4 went out. The F-4 pilot turned away from the UFO, and the communication and electronics came back on. The F-4 returned to base not knowing how to engage such advanced technology on an unidentified aerial object.

At 1:40 am a second F-4 was dispatched under the command of Lieutenant Parviz Jafari and Lieutenant Jalal Damirian and upon approaching the target got radar lock. The radar signature was the size of a 707-tanker plane. The visual size of the object was not able to be determined because of its brilliance and "flashing strobe lights." The F-4 pursued the large object (Ob.1) in a southerly direction.

Figure 15 - F4 Phantom, [dcxiii]

It was then a smaller UFO (Ob.2) "one half to one third the size of the moon" came out of the more significant craft (Ob.1) heading at

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a fast speed toward the F-4.

The F-4 pilot feeling threatened armed an AIM 9 missile and attempted to fire at the object. It was at this point, his weapons control mechanism shut down as well as his communications.

The F-4 pilot initiated a negative G dive to get away from the original object (Ob.1). The oncoming object then went to the inside of his turn. The second smaller UFO (Ob.2) then returned to the larger craft (Ob.1). Though there was static, the F-4 pilot was then able to gain back his communications and control mechanisms as they flew farther away from the object.

It was then a third UFO (Ob.3) emerged from the larger craft heading straight down at terrific speed. The pilot in the F-4 was expecting this object would crash into the ground, but gently landed creating a field of light for 2-3 kilometers. The F-4 went back to the base to land and on approach witnessed a fourth UFO (Ob.4) this time the device was “cylindrical in shape” about 10 meters long that had a light on either and a flasher light in the middle.

The above Teletype case was transmitted to top U.S. officials including: the Secretary of State, the Central Intelligence Agency, the White House, the Air Force and Army Chiefs of Staff, the Chief of Naval Operations, the Defense Intelligence Agency, the Commander in Chief of U.S. Naval Forces in the Middle East, the Commander in Chief of the U.S. Air Force in Europe (Ramstein), the European Defense Air Command, and the Commander in Chief of Forces in Europe. (Retrieved at NSA.org)

Many years later in 2001, the Pilot of the second jet: "Colonel Jafari" presented his case in front of many witnesses at the National Press Club in Washington DC.

We have lost planes and pilots during UFO engagements

Brigadier General Arthur Ernest Exon: We are thankful for the work of Kevin Randle on this next piece of information. In 1955 or 1956 it was revealed by General Exon that the US had lost planes and pilots during engagement in the United States. According to Kevin Randle (in talking to General Arthur Exon):

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"He told us about four, I think, F-89 fighter planes that disappeared over the continental United States chasing these [UFOs]. The planes flat vanished, nobody ever found them. And that had the oversight committee and the Pentagon very upset, and that was how Exon learned about them and was involved in some of that activity. We found Exon through our investigation talking to other people. Arthur Exon, we'd been able to confirm who the committee was [sic]".

Randle continues: “The only thing he could tell us about the F-89s was that he thought it was around 1955 or 56 and it was in Tennessee or Kentucky [For the record, Paris, Illinois, is near the Illinois/Indiana State Line some 120 miles north of Kentucky]. He really couldn't remember all the details. Now I've gone back through the New York Times index of aircraft accidents looking for disappearances of aircraft. I haven't been able to find any. That simply means I haven't been able to find it yet, so we're still working on that lead." [dcxiv]

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Chapter 15: UFOs / UAPs visiting our Nuclear Plants

Figure 16 - Hanford Atomic Plant, [dcxv]

In 2011, I was heading to a company dinner on the other side of Hartford, CT. I was two miles from downtown Hartford when I looked to my left and noticed something flying around the top of a production plant's smokestacks. The time was 7:30 pm, the weather calm and the sky nearly black. I slowed down and pulled over on the shoulder to get a better look.

Hovering around the top of the smokestack was a dark object with red lights, suspended in midair, about the size of two pickup trucks. It was jumping around the chimney stack as if measuring something.

The craft seemed to be at least 40 feet long and 20 feet wide. The object was dark against the sky, and the only reason I could see it was from the red lights on the tail end of the ship.

I first wondered what it was doing. As I got back on the road to head to our company dinner, I left there thinking this craft must be taking readings of the emissions from the top of the stack. Seeing further evidence of spheres visiting industrial smokestacks, I have concluded my theory is correct.

There are many documented cases of UFOs / UAPs in and around Nuclear Plants. As mentioned above, several videos have been posted online showing sphere-shaped UFOs inspecting Nuclear plants as well as Industrial Plants. These UFOs / UAPs stop near the

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top of the smokestacks and appear to be taking some type of monitoring of emissions from our plants.

In this chapter, we discuss UFOs appearing at power plants, whether atomic or nuclear energy.

Power Plants – Electrical and Coal Burning

UFO seen at Lockbourne power plant: On January 7, 1948, around 7:53 pm several witnesses report a UFO near the Lockbourne Power Plant at Columbus, Ohio. Air Force Pilot Lieutenant Thomas and Sims (flight 9944) were in a plane traveling to Washington when they observed a large amber colored object. They reported:

1. The UFO was stationary in the sky around 3,000 to 5,000 feet altitude.
2. Following protocols, the pilots report the incident to Columbus Airways.
3. Around the same time, several other pilots report seeing a similar object.

Between 7:15 and 7:30 pm a Tower operator (Mr. B), observed an object hovering over the Lockbourne Power Plant. The UFO began moving southwest and glowed from white to amber. In Mr. B's report he shared the UFO:

1. "Bobbed up and down";
2. was "Enormous."";
3. "left bluish streaks in the air similar to a jet."

Mr. E, reported a UFO hanging motionlessly in the sky. He observed the UFO as it changed from ruby red to amber, to yellow, and back to red. Mr. "E" also shared, the UFO was:

1. "about the size of runway light when viewed from 500 feet.;
2. "circular in shape";

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3. “traveling at 500 miles per hour.”

At 7:25 pm, Captain Charles McGee, Assistant Operations Officer at Lockbourne Air Force Base observed the object. He said the UFO was:

1. “like a spotlight but there was no beam from the light source”;
2. "oval-shaped";
3. “hovering at 3,000 feet in altitude.”

As he approached the airport to land, he quickly realized the light(s) illuminating the UFO disappeared: "as if it had been turned out." Upon landing, the tower operator asked Captain McGee if he had seen anything unusual. Both men stepped outside the tower and looked up, it was then the UFO suddenly "reappeared." This time the objects’ color changed from white to orange. The two observers watched the UFO maneuver about the airport grounds.

As if to taunt the two men, the UFO nearly touched the ground while hovering above the field then returned to its original position. The observers shared the UFO displayed terrific bursts of speed. The UFO:

1. “emitted a gaseous green mist”;
2. was “very large”;
3. could fly “up and down” and “side-to-side” at “great speed””;
4. had an “intense brightness that pierced through a heavy layer of clouds as it passed over the area”;
5. could perform circle maneuvers”.

Investigative reports were prepared, and sworn statements were included in the file. All final reports were sent to Wright Patterson Air Force Base (OH). The UFO case file was quite extensive, and one can find articles from ‘The Dayton Daily News’

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covering the story. The Air Force, in this case, concluded the object was "Venus." [dcxvi]

Like so many Air Force classifications, the facts do not support the conclusion. If the planet Venus was the real reason for this case the state of Ohio would have been wiped off the map. The real question is what type of "enormous craft" could change colors from white, amber to orange while hovering over a power plant?

Furthermore, what object in 1948 could produce enough thrust from its propulsion system to speed along from 0 to 500 mph in just a few seconds? Was it a giant Hummingbird?

UFOs near Twin Branch Electric Facility: On July 23, 1952, around 11:35 pm Captain Harold Kloth observed two UFOs over the South Bendix Aviation Plant at South Bend, Indiana. While standing in his backyard, he saw a commercial airliner cross the sky when a pair of blue-white lights appeared. He observed one speeding southwest while the other headed west. According to USAF Captain Forest R. Shafer, this same night another sighting occurred over Cairo, Tippecanoe County, Illinois. He also mentioned a third sighting which took place at the Twin Branch plant at Indiana-Michigan Electric Facility. This plant was believed to be in South Bend, St. Joseph County, Indiana.

According to Captain Shafer, a Mr. Robert Davis reported a strange luminous, glowing object hovering near the plant. The UFO was a saucer with a dome. According to the observer, the intense white lights gave the thing a "ghost-like" appearance. When it left, it took the same flight path used by planes in the area (St. Joseph airport). [dcxvii]

In a number of UFO cases, these craft will at times take the same flight path as commercial passenger planes. Some researchers believe this is done for several reasons: 1) to appear as a normal plane, 2) to reduce air collisions with passenger planes.

On July 23, 1952, Capt. Harold Kloth, stationed at the local South Bend Bendix Aviation plant, had seen something that evening around 11:35 pm. While standing in his backyard watching a commercial airliner traverse the night sky, he also sighted a strange

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pair of blue-white lights, which appeared to be the size of a first magnitude star. One light sped southwest, while the other one veered abruptly to the west. [dcxviii]

100-foot diameter UFO hovers over General Electric Power Plant: This next case comes to us from the research by Jan Aldrich at Project1947.com. We have to be appreciative of the information here as the event does not show up in Project Blue Book as a full case study.

Jan mentions this event recorded as a Blue Book Unknown. On March 9, 1954, around 3:56 to 4:04 am a civilian-military pilot observed a UFO hovering over the General Electric Power plant at Cincinnati, Ohio.

The observer got out his car to watch the object as it moved towards the south at about 2,000-3,000 feet in altitude. The witness described the UFO as:

1. “pulsating bluish-white”;
2. “ellipsoidal in shaped”;
3. Surrounded by: “a luminous halo”;
4. Over: "100 feet in diameter"; (the pilot shared the UFO was larger than a DC-6. The DC-6 had a length of 106 feet and a wingspan of 117 feet)
5. Hovering over: "the General Electric plant for 4 minutes."

The object then accelerated and suddenly changed color to yellow then red, changed course to the East, then disappeared in an almost vertical climb in seconds. [dcxix]

Atomic / Nuclear production plants

UFOs show up at Los Alamos AEC facility: Authors Lawrence Fawcett & Barry Greenwood in their book, "Clear Intent," reveal an FBI memo dated January 31, 1949, about this UFO aerial incursion. The FBI letter reads:

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> **"During the past two months, various sightings of unexplained phenomena have been reported in the vicinity of the A.E.C. Installation at Los Alamos, New Mexico, where these phenomena now appear to be concentrated. During December 1948 on the 5th, 6th, 7th, 8th, 11th, 13th, 14th, 20th, and 28th, sightings of unexplained phenomena were made near Los Alamos by Special Agents of the Office of Special Investigations; Airline Pilots; Military Pilots; Los Alamos Security Inspectors; and private citizens."** [dcxx]

If you have a chance to read “Clear Intent” it is one of the better books on top secret UFO documents. Greenwood and Fawcett uncovered many declassified UFO documents through the Freedom of Information Act.

Los Alamos employee reports UFO: Later that same day March 8, 1949, around 6:38 pm Inspector Leonard Lang was sitting at his station (station 106 at Los Alamos, NM) when he observed a UFO. Lang was looking out his office window and saw a "bright white object" zipping by at 800 miles an hour.

He estimated its altitude between 12,000 to 15,000 feet. Once he saw this, he jumped to his feet ran outside and observed the object “go out or disappear into the cloud cover." The object was heading in a South to North direction roughly parallel to the range of the mountains at the same height of the top of the peaks.

After he reported this sighting to the base authorities, Colonel Eustis L Poland prepared a report for the Commanding General at Air Material Command, Wright Patterson Air Force Base.

About the same time (6:35 pm) a second observer, Atomic Energy Security Inspector, W.E. Patterson (from station 103 in Bayo Canyon, witnessed the UFO but believed the craft to be "oblong” rather than sphere shaped. This oblong shaped UFO appeared at 6,000 feet in altitude. Further facts in the file reveal:

> **"This inspector was extremely startled by this object as the first impression was that it was a plane on fire and about**

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to crash nearby." The object descended at a 45-degree angle. Then when his eyes adjusted the report reflects: “this inspector has the distinct impression of seeing a silver or aluminum colored body that resembled that part of the fuselage of a war-time German type plane from just behind the wing to just in front of the tail assembly.”

The report states the overall shape was like the drawing in the file and it appeared to be "flaming." The outline of the object was distinct. In either of the observer's minds, this object emitted no sound (e.g., silent). The Air Force classified this event as an Astro Event (Meteor). [dcxxi]

I am not sure why the Air Force chose to classify this as a Meteor when the first witness clearly stated, it flew by at 800 miles per hour (slower than a meteor) and then disappeared in the cloud bank.

UFO appears at Top Secret AEC facility, Los Alamos: On December 4, 1949, at 6:35 pm, a New York Life Insurance Company salesman observed a green fireball in the northeastern sky over Albuquerque, New Mexico. An official UFO report was prepared at Kirtland Air Force Base and sent on to the Commanding General, AMC at Wright Patterson Air Force Base, Ohio on January 26, 1950. The case files contain the following information. The UFO:

1. “was the size of a marble at arm’s length”;
2. “was round”;
3. “flew horizontally from east to west;”
4. “emitted no trail or exhaust”;
5. “was green in color”;
6. “had a very bright luminosity”;
7. “emitted no sound” and;
8. "disappeared as if someone blew out a light."

The above case file was illegible and I was unable to determine the final conclusion reached by the Air Force. Several

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other employees of the Los Alamos Scientific Laboratories confirmed seeing the same object. The information came to the US Airforce through the Security Department of the Atomic Energy Commission at Los Alamos, New Mexico. [dcxxii]

Los Alamos personnel report UFO: Tech Personnel at Los Alamos Labs reported seeing a UFO on December 27, 1949. According to the observers, the UFO hung motionless just above the southern horizon for a moment and then went south at a high rate of speed leaving a vapor trail.[dcxxiii]

This file contained no other information in the data including the official statements made by the Los Alamos technicians. We wonder if the absence of this information is a result of National Security.

Fifteen people report UFOs at Los Alamos Atomic Energy Labs: On April 17, 1950, 15 persons at the secret atomic energy project watched a group of saucers over Los Alamos Labs in New Mexico.

The observers all employees of the University of California Personnel Division at the atomic lab agreed on the shape of the objects. Some of the observers insisted they were circular, while others said they were round. One observer, John Herzog said:

> **"They seemed to move with sense, traveling first in one direction, then stopping and reversing direction. It was clear they were not being carried or moved by the wind."[dcxxiv]**

Eleven (11) hostile UFOs picked up on radar over AEC Facility:

On October 12, 1950, at 11:25 pm the radarscope at Knoxville, McGee-Tyson Airport picked up 11 objects traveling at 1,500 to 3,000 feet in altitude at 100 to 125 miles per hour. The radar station then called the Atomic Energy Commission to inform them that no report of any aircraft was flying in the vicinity. At 2330 an F-82 fighter jet (from

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the 5th All-Weather Fighter Squadron, 52nd) was scrambled to intercept these unidentified objects. The plane was airborne by 2339 and shortly after the radarscope confirmed an intercept with the "hostile objects."

The pilot stated he could not locate the objects. Air Traffic Control vectored his plane to another location. However, no image was found on the plane radarscope. At times the Radar image reflected the UFO gave intensity readings similar to a C-47. The Jet was ordered back to base.[dcxxv]

The absence of the UFOs upon the jets arrival to the vector site, indicates the UFOs knew the jet was coming and took off!

Large saucer over K-25, AEC Facility, Oak Ridge: On October 12, 1950, several witnesses observed a saucer-looking object over the K-25 area at Oak Ridge. The UFO was round, as big as a four-room house and silver in color (like an airliner). They believed the UFO was built of aluminum or an element looking like aluminum.

This UFO came with a dome at the top and windows on the sides. The object rose very slowly for about 100 feet, moved forward, rose again about the same distance and then it was gone at a high rate of speed. [dcxxvi]

AEC officials rule on UFOs at AEC Facility: They are "not birds and not planes." On October 13, 1950, members of the Security Division Atomic Energy Division, Knoxville CIC office, Eastern Defence Headquarters personnel, radar experts and Special Agent William M. Price convened to discuss possible reasons for the unusual sightings at Oak Ridge. Birds, Lights planes, and clouds were ruled out, however, "atmospheric considerations" became another possibility to consider.[dcxxvii]

Sphere hovers four feet off the ground, AEC Facility, Oak Ridge, Tennessee: On October 15, 1950, at 1520 hours (3:20 pm) AEC Troopers Rymer J. Moneymaker, and Capt. Zarzecki at the Kerr

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Hollow Gate witnessed two shiny silver objects descend over the restricted AEC facilities at Oak Ridge.

The objects began at 12,000 feet, moved down to 1,500 feet and then at one point ended up crossing the road and hovering no higher than 5 to 6 feet off the ground and 4 to 6 feet from the chain link fence.

The witnesses stated the hovering object had a grayish metallic color. The officer began walking toward the hovering object. As he got within 50 feet of the UFO, the object moved up to 12 feet and then proceeded on a horizontal movement southward across the fence, then moved upward to sixty feet when it moved south over a light pole and willow tree. The officer returned to the gatehouse to make the report. The object was described at times looking like a bullet, pear or bladder-shaped.

About this time a Captain arrived in his car and was able to observe the object now 8 to 9 feet above the field south of the fence. It was traveling at 15 to 50 miles an hour. The UFO rose to 200 feet, then 1,500 to 2,000 feet. The object appeared to be the same size as a 4-seater plane.[dcxxviii]

Silver disc hovers over the K-25 plant: On October 16, 1950, around 1520 hours (3:20 pm) AEC Trooper John L. Isabell and several civilian employees witnessed a UFO hovering over the K-25 Plant. Special Agent William H. Price was present when the UFO report at the AEC facility was called into the radar station. The radar screen picked up a distinct target about every three (3) or four (4) sweeps of the indicator.

An F-82 fighter plane was launched to intercept the object. The airborne radar of the fighter picked up a target, which later proved to be a light aircraft. However, ground observers reported that the F-82 passed under the "silver disc" while it was in pursuing the light plane.

The Air Force believed the Radar evidence was caused by some weather or atmospheric disturbances. Earlier in the day (1330 and 1455 hours) other AEC Patrol officers Landelle Clark and Hank N. Briggs reported UFOs near the plant.

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At 1:30 pm, a silver “sphere” flew over K-25. Then at 2:55 pm the same object reappeared circling the area at much slower speed. The object appeared to be at 2,000 feet and rotating in a counter-clockwise manner.[dcxxix]

This case does not appear to me weather or atmospheric disturbances – at all!

FBI field offices notify FBI director, Intrusion of Airspace at AEC Facility, Vital Facilities: On October 18, 1950, a memo was sent to the Director of the FBI stating that unidentified flying objects were detected in US Air Space hovering over the sensitive installations at Oak Ridge. The confirmation of such objects was confirmed via radar detection.[dcxxx]

Fairchild aircraft illustrator reports UFO, AEC Facility, Oak Ridge, Tennessee: On November 5, 1950, around 11:55 am for five to ten minutes Fairchild Aircraft illustrator Don Patrick saw a translucent object, light grey with a dark core, shaped like a pear or bean, flying with rapid, darting movements.

The object according to the observer believed the UFO was "translucent." The mass of the object was constant and had sharply defined outlined edges. When the object elongated the core of the UFO also elongated.

The object disappeared when the witness attempted to locate another person to see the thing. The observer stated the object emitted no sound and no form of propulsion could be determined. The UFO was darting about within a small area and moving in and out of the clouds. He used the words the scene was "very weird."

Movements did not seem to be the result of the wind. The witnesses first impression was that of a balloon and then changed that as result of too rapid and random in movements as well as an extreme change of shape. The object was approximately 6 miles away.

The Air Force determined if the calculations were correct the object would have been comparable to a three-story building and a half a block long in size. The Air Force mentioned the witness has a

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"Q," "N" and "Secret" level clearance is a reliable employee and highly regarded by security officials at NEPA. A Spot Intelligence Report was drafted for the Director of Intelligence, Headquarters US Air Force in Washington, D.C.[dcxxxi]

UFOs invade AEC Restricted Airspace, Jets launched Oak Ridge, Tennessee: From November 29-30, 1950 numerous radar targets appeared over Oakridge restricted Air Space. On the 29th at 1755 hours (between 5:00 and 11:00 pm) many unidentified paints appeared on the radarscope at the 662nd AW Radar Detachment at the McGhee Tyson Airport, Knoxville, Tennessee. These paints almost covered the entire "Restricted Area" at Oak Ridge. Fighter aircraft was sent to the area, but no visual contact was reported. Most of the targets were visible on the radarscope for two to three hours. At 1900 hours the graph record of a background (Geiger) counter in the "Restricted Area" indicated a pronounced rise in Alpha particles and a slight rise in Gamma rays at the same time.

These readings were unaccounted for. The AEC advised that there were no known "Argon releases" during 29 or 30 November 1950.

On November 30, 1950, at 1351 hours until 1405 hours, a single unidentified target appeared on the radarscopes ranging from 12 to 21 miles west to northwest of the station.

At 1630 hours many unaccountable paints appeared on the radarscopes. The "paints" were so numerous they could not be counted or plotted. These paints remained visible on the radar screens until approximately 2330 or 2400 hours. At least nine highly qualified persons witnessed these targets. [dcxxxii]

According to the CPS-1 radar at Knoxville, targets were noted and caused a stir among security personnel at Oak Ridge, for although interceptors sent aloft to challenge the bogies they had no visual contact with unauthorized aircraft. The mysterious targets were seen flying down a valley directly toward the atomic installation.

The facility had a heightening concern when a pronounced rise in radiation occurred at 1900 hours. This correlated to the time the UFOs were present. According to the Atomic Energy Commission

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officials, graph records of Geiger counters in the Oak Ridge "restricted area" indicated an abnormal number of Alpha particles and Gamma rays that were not attributed to any known source (e.g.; “other than the UFOs”). It was suggested that the interceptor aircraft might be equipped with Geiger counter devices to check the possibility there may be a correlation between the unexplained radar targets and the mysterious radiation.[dcxxxiii]

UFO over Hanford Plutonium Plant, Hanford: On May 21, 1949, NICAP records reveal another UFO was witnessed hovering over the Hanford Plutonium plant in Washington State.

An F82 was scrambled from Moses Lake Air Force Base to intercept. The disc hovering over restricted airspace. The UFO was a silvery colored, disc. The disc was visually sighted by crew and personnel from the Hanford radar station and was also confirmed on radar by the operations crew of the 637th ADCC.

As the jet was approaching the disc, it reportedly took off at a tremendous speed. Dr. J. Allen Hynek, mentions Project Blue Book labeled this event an “aircraft”; however, it was later revealed a second aircraft was in the vicinity. The US Air Force Blue Book file report revealed the two objects (one of them “a plane”).

The objects were considered separate events. As a coincidence, another sighting occurred at the same site on July 30, 1950, when F-94's were scrambled to intercept a similar object. [dcxxxiv]

UFO appears over Atomic Energy Plant, Ellenton South Carolina: On December 2, 1950, at 10:45 pm, four witnesses, including a Pastor, observed a UFO over the newly constructed Atomic Energy Plant at Ellenton, South Carolina. Reverend R.D. Parkinson, a Baptist minister, focused his attention on the object after his neighbor spotted the flying object. The pastor stated he was reluctant to talk about the saucer, as people were discussing leaving the town after the government announced the completion of the new AEC facility in 1951.

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Further, the pastor stated: "it seemed unlikely anyone would try to make a secret flight over the area in a craft as well lighted as the object he saw," but he felt he should report it anyhow. The neighbor said the UFO was "great, big white star" that went "back and forth and up and down" and over the town. An Intelligence report was made December 8, 1950, to the Commanding General of the Headquarters for the 14th Air Force at Robins Air Force Base in Macon, Georgia.

The Air Force concluded the Reverend and the others civilians witnesses an "Air Craft." [dcxxxv]

However, there was no evidence in the file confirming an aircraft was the cause of the sighting.

USAF inspects radar equipment at Oak Ridge: On December 5, 1950, a team of six representatives from USAF Technical Intelligence Wright Patterson came to Oak Ridge Tennessee to determine if Radar equipment was operating correctly.

Recent sightings of Unidentified Flying objects over Oak Ridge labs suggested some form of radar jamming at the AF Radar station scopes on November 29 and 30, 1950.

The representatives then went to the AF Radar Station and were briefed by Major E.C. Care (USAF Defense Area Commander) and Captain L.C.M. Clevenger (Radar Officer, Detachment 2, 662nd AC&W Squadron). The equipment had no malfunctions and no operational errors on the part of the radar crews.

When asked for their official conclusions as to cause, they stated: "they had no official conclusion." However, a few suggested "weather conditions" and "temperature inversions" could be possibilities. No official conclusion would mean the AF determined the unknown aerial objects were causing the radar jamming. [dcxxxvi]

This information, if accurate, would be considered "classified" and would not be placed in Project Blue Book files, which would later become public.

Wife of Security Officer reports disc at AEC Facility, Oak Ridge, Tennessee: On December 5, 1950, the wife of a security

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officer told authorities of her sighting at Oak Ridge: "While standing on Tennessee Avenue at the west end of the bus platform across from the Post Office, she ... observed an UFO. The craft went over the top of the Post Office building, flying in an easterly direction at a slow speed, and altitude of approximately 500 feet." Mrs. T. stated that the object:

1. "was a brilliant metallic, an aluminum or highly polished metal that reflected the light.";
2. "was round, flat, or disc-like";
3. "appeared to turn slightly to the left or northwest. When turning, the appearance changed and the light was no longer reflected by the object." At this point it: "appeared smaller and dark gray in color, but no change in speed.";
4. "left no definite trail, however on the edge of the left side of the object a misty 'halo' could be seen.";
5. "flew a straight course and no noise could be heard."

Another source stepped forward and said at 1300 hours a woman at Oak Ridge, while in her yard, observed an object described similarly with the one observed by Mrs. Turner with the exception that the object was moving west when she saw it.[dcxxxvii]

Dogfight over AEC Facility at Oak Ridge: Between 8:20 and 8:45 December 18, 1950 witnesses at Oak Ridge observe a UFO on Radar and visually. Seven officials of the NEPA Division traveling in two cars observed an unidentified flying object.

It began when a Colonel and Major observed the reflection of the sun coming off the metallic surface of an object like that of a plane at a great distance. The case file was prepared by the Plant Protection Manager for Fairchild Engine and Airplane Corporation. The UFO:

1. "had a white light emanating from it";
2. "was in the shape of a circle";

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3. “was traveling in a northwesterly direction”;
4. “had a light intensity was greater than that of a bright moon”;
5. “was on a magnetic bearing of 190 degrees”;
6. “was traveling at a speed of 60 mph”;
7. “was at an estimated altitude of 2500 feet.”

At 0839 hours to 0845 hours, a small "paint" appeared on the scopes of the 663rd AC&W Squadron AF radar station, Knoxville Airport, near the southeast corner of the Oak Ridge Controlled Area. Fighter interception was attempted with negative results. Visibility was excellent.[dcxxxviii]

Five witnesses watch hovering UFO, AEC Plant: At 4:45 pm on January 16, 1951, five persons from the NEPA Division, Fairchild Engine and Airplane Corporation at Oak Ridge, Tennessee observed a UFO near the AEC project. Further confirmation from the local airport and 663rd AC&W Squadron and McGhee-Tyson Airport revealed no airplanes or Balloons were aloft at the time. The group was two miles inside the restricted area when they saw the object through the rear window of the car. They first believed it to be a plane until they realized the object was "stationary." Then wondered if it was a balloon though they had never seen such apparatus.

The observers contacted AF Plant Representative for Security to determine if it had been some project sponsored by an AEC contractor. It was decided that no weather balloon of similar apparatus has been up in this area. [dcxxxix]

Dog Fight over AEC Plant, Oakridge: On January 21, 1951, at 4:20 pm two F-82 jet fighter radarscopes pinpointed the location of an unidentified airborne target over the 10-K area, AEC Plant at Oak Ridge, Tennessee.

Both planes engaged the target independently and were able to obtain "lock on."

In both attempts the “lock on” targeted UFO “moved”. The UFO was directly over the Oak Ridge Plant. The incident was reported to GCI and OSI. A spot Intelligence Report was written by Lt.

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Colonel Patrick W. Hayes (USAF) District Commander. Updated reports reflected that the onboard radar equipment made contact the object. Interference was received by the radar as it approached the K-10 plant in the "Controlled Zone." No visual reference to anything in the sky was reported by either the pilot or the radar operation of the aircraft.[dcxl]

Disc hovers over AEC Plant, Richland Hills, Washington: On July 5, 1952, four pilots including a former air force pilot observed a large disc hovering over the Hanford atomic plant at Richland Hills, Washington. The object was a “perfectly round disc having a white in color appearance and almost transparent. It had small vapor trails coming off its surface like the tentacles from an octopus.[dcxli]

Air Force employee report saucers near A.E.C. nuclear test site: On July 15, 1952, around 8:45 am, five civilians eating breakfast ran outside and witnessed two flying objects heading north over Las Vegas.

The observer said the UFOs appeared to be heading toward recent A.E.C. test explosions (Yucca Flats). The objects seemed to be on this side of Charlestown Mountains. After they passed the observer contacted CAA control tower (now FAA). The objects were two lens-shaped objects, the colors the same as small dense clouds. The top was a silvery-white, the same as clouds. The objects had no fringe, no tails, lights, sound or other manifestations. The observer discarded the idea of the objects being gunnery targets or small gliders being pulled by jet planes.

These objects were "gliding at a high rate of speed, parallel to each other." One observer believed they may have been round and thin. The crafts made no jet stream or vapor trail, and the speed was estimated to be faster than jet planes.

Air Traffic Control said no planes were in the area at the time. No interception was made at the time. The UFO report was sent to ATIC Wright Patterson Air Force Base (OH), Director of Intelligence, Washington, D.C., ENT Air Force Base (CO), Commanders MATS and FLT SV (Washington, DC). The Air Force concluded this sighting

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was "possibly aircraft," with a note that Nellis Air Force Base reported aircraft in the area at the time.[dcxlii]

UFOs at Los Alamos Atomic Energy Commission Plant: On July 20, 1952, several UFOs ended up over Los Alamos, witnessed by several people.

Case 1:

Between the hour 9:45 am and 10:55 am ground observers from the Los Alamos Atomic Energy Commission Installation and Los Alamos Airport Tower witnessed an unidentified flying object.

The eight observers saw the egg-shaped object for 3 minutes. The egg craft emitted no sound and appeared to fly faster than an F-86. Observing the object through binoculars, one witness stated it made a 90-degree turn.

The eight officers prepared sworn statements to the Air Force where the final reports were provided to Wright Patterson and other bases. Nearby residents also witnessed the objects. Two people confirmed the craft was "egg shaped." One of these witnesses stated the egg craft appeared to have small "wings" and when it began to move the wings "disappeared."

Three other witnesses stated the shape was oblong with a white intensity in color. The object appeared to gyrate and twist as it moved. In closing another sighting was spotted of a similar object after 2:00 pm the same day by another military person at the base. [dcxliii]

Case 2:

Around noontime, a housewife spotted two “pie plate” shaped saucers over Los Alamos, New Mexico. She described them as perfectly round discs.

She mentioned they were round and shiny as “brand new pie plates", thicker in the middle than around the outside. The UFOs had very little space between them and had no smoke or vapor trails behind them.

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Pursuing these discs were military jets heading towards the southeast. The observer stated the flying discs were larger than the Jets and appeared about six to eight miles in front of the jets. The UFOs then got smaller in the distance, angled upward, shot off into the atmosphere and disappeared. The jets followed as long as they could and headed back towards Albuquerque.[dcxliv] Wow, talk about a fast exit!

Eight (8) UFOs visit Los Alamos, AEC Plant: On July 22, 1952, at around 11:05 am a pilot for the Carco Air Services was at the Los Alamos airport waiting for a flight when he witnessed saucer shaped discs in the sky. He said: “They swiftly disappeared”.

The report was sent immediately to Security Headquarters. Using a pair of binoculars, each witness took turns looking for the strange phenomenon. One object was spotted after seeing a flash in the sky. The UFO was described as saucer or circular in shape.

The disc traveled at a very high rate of speed in a southwesterly direction. Suddenly it leveled out as if descending, then executed a 90-degree turn to the right. Then the object entered a cloud.

The cloud was estimated being 15 miles southwest of Los Alamos Airport. The observer reported the object appeared to be "oscillating" in such a way as to catch the reflection of the sun several times a second. The UFO had no wings or tail surface and according to him "definitely appeared to be controlled."

The Air Force considered the observer's reliability to be excellent. A Teletype message was sent from Kirtland Air Force Base to the Director of Intelligence HQ, Washington (DC), ATIC Wright Patterson Air Force Base (OH), and the Director of Intelligence at Hamilton Air Force Base (CA).

At 11:10 am the tower operator at Los Alamos reported the same 8 to 10 objects from the Airport Tower. Mr. Don R. Wiens stated the UFOs were 5 to 150 miles to the south of his location.

Though he was unable to determine the size of the objects (not knowing the actual distance), he thought these objects were rather large in comparison to several F-86’s in the sky.

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His observation through binoculars suggested the UFOs were "darting" back and forth, while one remained visible for an instant and disappeared after darting off. When first seen, he indicated the objects appeared to be "hovering" directly overhead. He reiterated do the extreme speed the objects could not be balloons. He observed these objects for 25 minutes.[dcxlv]

Military weapon storage facilities

UFOs over weapons storage facility, Camp Hood, Texas: From March 6 to March 18, 1949, several unusual aerial phenomena were reported over the Army Military storage facility at Camp Hood Texas. The storage area at the time was known as the "Q" area. Today "Q" no longer exists, has been renamed or moved.

June 7, 1949, the Commanding General Eighth Army at Carswell Air Force Base, Fort Worth, Texas wrote a detailed report of the frequency of these sightings. The report contained the sightings by Killeen Base or Camp Hood personnel and was forwarded to the Commanding General, Air Material Command at Wright Patterson Air Force Base. [dcxlvi]

No.	Date	Altitude	Description
1	March 6, 1949	200 yards	Blue white flash
2	March 7, 1949	200 yards	Blue white flash
3	March 7, 1949	Very high	Bright flash
4	March 8, 1949	300 yards	White streak
5	March 4, 1949	200 yards	Blue white light
6	March 18, 1949	Unknown	4 lights – yellow, red
7	March 18, 1949	Unknown	Yellow light
8	March 18, 1949	Unknown	Blinking lights

Army Patrols report UFO at Camp Hood: Around 8:20 pm March 6, 1949, around 8:20 pm two U.S. Army patrolman spotted a blue-white oblong shaped UFO over the nuclear weapons storage site. According to the Air Force files, the object was at an altitude of 200 yards (600 feet). [dcxlvii]

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Teardrop shaped UFO at Camp Hood: Just 5 hours later on March 7, 1949, around 1:30 am three U.S. Army officers at Camp Hood witnessed a teardrop shaped UFO drop vertically in front of them. All witnesses were debriefed by the U.S. military.[dcxlviii]

UFO again at Camp Hood: The next day on March 8, 1949, around 2:00 am two Army infantrymen in separate locations about 1/2 mile apart witnessed unidentified flying lights. One witness stated the object he saw was white while the other observer said it appeared to be yellowish red. As the men watched from Killeen Base, Camp Hood, it did not descend as a meteor would. The UFO flew on a level path crossing 60° of sky. According to the Air Force files, the object was seen at 1:03 am at an altitude of 300 yards (900 feet). [dcxlix]

Sphere shaped UFOs hover over Atomic Stockpiles, Fort Hood: On March 8, 1949, the U.S. announced it now had a stockpile of atomic bombs at Fort Hood. UFOs began to increase their visitation as the stock pile grew in size. The US had manufactured enough atomic bombs to have a "stockpile." The UFO crafts would fly up towards the base and hover over the "Q" area.

Loren Gross research indicates that on before March 17, 1949; strange lights began to appear in the sky over Camp Hood, Texas, with unnerving regularity. Authorities were more than concerned because Camp Hood was more than just another Army camp. The lights showed extreme curiosity about that part of the camp known as the "Q" area. Indications are that the "Q" area was a nuclear (atomic) weapons depot.

The eyewitnesses to the strange lights said they appeared:

1. "The size of a basketball, white in color, round in shape, and had a long tail,"
2. "A half dollar in size, white to full violet in color, had a fast acceleration from standing start,"
3. "As a brilliant light, 20 to 40 feet in diameter in size, moving at a very slow speed,"

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4. “Pale yellow in color, smaller in size than the Moon, slow in speed”,
5. “The size of a dime at arm's length, incandescent white in color, round in shape and stationary,”
6. “Oblong in shape, pale blue-white in color, and had a faint pinkish trail,”
7. “Ball like flash, pale blue-white,”
8. “Like flash bulb, size of a basketball, bright blue-white in color,”
9. “Roundish head with a trail, light colored head, orange trail,”
10. “Like a flashbulb, brilliant blue-white,”
11. “Orange, teardrop shape, dropped vertically in direction,”
12. “The light started from a point about the horizon then arced upward and down to 15 degrees when it disappeared. It was a perfect arc. The observer ran 10 paces toward a field telephone to report the light before it vanished.”[dcl]

Something also approached Camp Hood in a "lazy manner," coming down out of the sky at a 45-degree angle, almost drifting as it eased itself earthward.

A government expert employed at Camp Hood looked up just in time to catch sight of the intense white light. He later told Lt. E. D. Hightower at Protective Force Headquarters his story. The expert, a Mr. Patterson stated: "I was extremely startled by this object as the first impression was that it was a plane on fire and about to crash nearby”.

Major Inspection of stockpiles by UFOs

“As the eyes became adjusted to the distance, this Inspector had the distinct impression of seeing a silver or aluminum colored red body inside the flame or glow that resembled that part of the fuselage of a war-time German type plane from just behind the wing to just in front of the tail assembly. According to the research, troops and tanks were poised around the "Q" area in preparation for a training exercise, but maneuvers suddenly became the real thing! The Army

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report on the episode reads: "Eight moving 'lights' appeared in the atmosphere over or in the vicinity of the 'Q' area, AFSWP, Camp Hood, Texas, on the evening of 17 March 1949."

At the time of these sightings, the alert guard of the 2nd Armored Division, under the Assistant AC of S, G-2 of Camp Hood, was in the area concerned and prepared to fire flares and record instrument readings of elevation and azimuth. The purpose was to check the powers of observation of observers who had previously reported the phenomena observed on 6-7-8 March 1949 and heretofore reported in Summary of Information, this headquarters, dated 17 March 1949. Subject: "Unusual Lights."

Gross shares: before this operation began, the series of 8 unusual 'lights' appeared. Coordinates were based on dual sightings of each light by observers in tanks. Time was then clocked at the instant of the sighting. Captain McCullough, the Assistant G-2, personally observed three of the lights. Physical characteristics of these 'lights' were reported as 'quite different' from these reported-on March 6-7-8 March 1949. One object burst into a green cluster. One UFO was reddish, while another white. One observer described some of them as similar to pistol flares. While this phenomenon was occurring, a security detachment from the 'Q' area arrived in the vicinity of the alert crew from the 2nd Armored Division."[dcli]

UFO at Kirtland Air Force Base, New Mexico: On March 10, 1949, at Kirtland Air Force Base, New Mexico between 10:00 and 10:15 pm, Cpl. Paul James Hutchinson observed a UFO near Albuquerque. Hutchinson was near the ordinance area where the road intersects with the Kirtland Field perimeter fence when he saw this object. He described it as:

1. “spherical in shape”;
2. “yellow in color”;
3. “it was two times the size of an automobile headlight”;
4. “emitted no sound or exhaust”;
5. “it was traveling at 200 mph;”

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6. "it continued on a horizontal path."

Colonel Eustis L. Poland prepared the report and forwarded it to the Commanding General, Air Material Command at Wright Patterson on March 25, 1949. The Airforce files indicate the object must have been an aircraft, yet no evidence was presented in the record to confirm this final conclusion.[dclii]

What kind of Air Force plane could be yellow and Spherical in shape? The only one I know of the U.S. Navy Flap Jack -however, it had propellers and made noise.

Four UFOs at Camp Hood: On March 18, 1949, around 7:47 pm four Army ground observers witnessed several blue-white bright objects at Camp Hood, Texas. The men were from the Alert Force on Patrol at "Q" area at Crossville Mountain. The facts shared in this case:

1. “It showed up at an altitude of 200 yards (600 feet)”;
2. “Four separate flying lights were seen”;
3. “Some of the lights were yellow while another was red”;[dcliii]

The files indicate an immediate investigation in the general area failed to reveal any cause or anything, which would suggest that some person or thing has been in the area.

Eighteen flying discs near Atomic test site, Nellis Air Force Base: On April 18, 1952, five men at Nellis Air Force Base near Las Vegas reported eighteen (18) sphere objects streaking across the sky north of the airbase. The objects flew directly over or very close to the atomic weapons proving ground. The man declared the sphere were not planes or observation balloons.[dcliv]

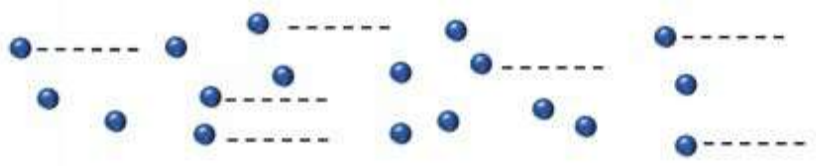

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Figure 17 - 18 Spheres in motion

F-86 Jets dispatched at Kirtland: The observers then contacted the ADCG at Albuquerque and jet planes were diverted to the area. Two military jets (F-86 A/C's) from Kirtland Air Force Base appeared five minutes after the sighting. A copy of the final report was prepared and forwarded to the following command centers: 1) Air Technology Intelligence Center, Wright Patterson Air Force Base (OH) and the 34th Air Division at Kirtland Air Force Base (NM). Though the Air Force stated all witnesses were very reliable persons, they concluded that the witnesses must have seen "paper in the wind." [dclv]

The Local Papers: Several newspapers shared that the Los Alamos Interceptor Wing confirmed a "shining metallic" object flew through the air for 30 minutes on Tuesday. The Air Force said the object was spotted while fighter planes were in the area. "The object made a 360-degree turn before disappearing. The Air Force did not attempt to evaluate the report."[dclvi] The 'Waco News-Tribune' mentioned the following facts:

1. "Observers on the ground using binoculars said the object appeared shiny and apparently metallic for 30 minutes. They said the object was traveling at high but erratic speed";
2. "Three jet fighters were asked to investigate. While the planes were in the air, the same object or a similar one was observed from the ground for two minutes but was not seen by the fighter pilots";
3. "A ground observer said the object made a 360-degree to get in the rear of the fighters. Kirtland Air Force Base, near Los Alamos, declined to give out a statement."[dclvii]

Several other newspapers pointed out the following facts:

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1. An “Air Force, a spokesman at Washington, disclosed a disc was reported over observers on the ground reported watching something shiny, apparently metallic through binoculars”;
2. the UFOs “traveled at high but erratic speeds”;
3. “Three jets were sent aloft to find the object but could not find the thing”;
4. One ground observer watching the event said: “the thing swung around in a complete circle and got behind the jets.”[dclviii]

What was the Object?

The official conclusion was a piece of paper. How large does a piece of paper have to be to appear the size of a plane at 30,000 feet? A Piece of paper is usually flat, this object was said to be round or oblong in shape. Paper usually floats on air or is buffeted around in the sky by wind currents. On the day of the sighting, the official reports say very little wind, if any was present. The fact that a piece of paper left a "vapor trail" and flying at an extreme speed would indicate the UFO was something other than a Piece of paper. Furthermore, I do not know why the Air Force would send two to three F-86s in the sky to chase after a piece of paper. It all seems to be a mistake in the classification of this case.

UFO lands then hovers over Ohio Fernald Atomic Plant: On August 6, 1955, around 1:00 am a resident of Cincinnati woke up to his barking dog alerting him to a UFO. Looking out his window, there at the end of his driveway was a 15-foot diameter UFO!

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Figure 18 - Fernald Plant, Ohio

According to Stringfield's book: "Situation Red," the following facts were provided:

1. The UFO had a “blinding white color”;
2. It had an “oval shape”;
3. The object: “Pulsated” (“Pulsation” in the book”)
4. The object was "15 feet in diameter."

The resident reported: “it ascended soundlessly and streaked away with incredible speed towards the Fernald plant.”[dclix]

UFOs at Naval Ship Yards, (Atomic / Nuclear) Submarine Plants

UFO hovers over shipbuilding yard, Newport News: During the summer of 1950, a mechanical engineer and his wife see a UFO hovering over the shipyard at the Drydock Company of Virginia in Newport News, Virginia. Pulling their car over to the side of the road the object was described as a "top of a mushroom" (elliptical) with a flat bottom. The engineer described the UFO as a rimless pie-plate, inverted with a crisp metallic appearance. He believed the object was hovering at 2,000 feet above the shipyard and emitted a vapor trail some 100 to 300 feet down. The UFO was entirely silent. Then after several minutes it began to move, then accelerated away toward the

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Atlantic Ocean. The engineer then said: “The rate of climb was faster than any aircraft I know." [dclx]

Saucers over Atomic Submarines:

On August 4th, 1952, Mrs. Daniel O.M. Hamstrom in an interview with the "New London Day" stated she witnessed seven to eight saucers on her way to Orient Point at Waterford, Connecticut.

The object was described as having "scalloped edges." She mentioned each one was the size of my kitchen, which is 13 by 30 feet.

She was able to focus her telescope on them to observe the shape and design. Nearby the workers at the Electric Boat Company (General Dynamics) also confirmed the sighting of Mrs. Hamstrom.

They were busy building two atom-powered submarines. One worker at the plant mentioned: "They've been seeing over about every other place where atomic energy projects are being carried on." [dclxi]

UFO over Kittery and Portsmouth Naval Shipyard: On April 5, 1966, around 7:00 to 7:30 pm four people observed a red object over Kittery, York County, Maine. One of the observers was a joiner at the Naval Base in Kittery. The A.F. file revealed that while looking at this object through binoculars:

1. It had an intense red color
2. It was approximately ¾'s of a mile in the distance from the observers;
3. It first, was on the ground, then rose above the trees,
4. It traveled about the speed of a helicopter and stopped on several occasions.
5. It had no sound while flying.

Portsmouth Naval Ship Yard is one of the long-lasting surviving shipbuilding centers in the United States. Beginning in 1958 it was known for building many of our atomic and nuclear-powered

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submarines. The Air Force could not come to a final conclusion based on "insufficient data for evaluation".[dclxii]

UFOs at Manufacturing / Industrial Plants

Three Military Police officer reports two discs over Chevrolet Assembly Plant: The following account comes to us the from the Blue Book. I was unable to locate this file in the bluebook archives at fold3.com, however it was found at bluebookarchive.org.

The following notes come from an interview with the witness on November 1 at Camp Holabird, Baltimore, Maryland.

On September 30, 1949; between 3:17-3:19 pm a Military Policeman (MP), on the Main Gate, Camp Holabird observed two (2) unidentifiable aerial objects near the smokestack of the Chevrolet Assembly Plant, which is adjacent to Camp Holabird, Maryland.

These objects appeared to hover between the smokestack and a large tree, a relatively short distance away. The MP described the objects as a disc shape, much like an enlarged silver dollar, very shiny, but at such a range as to prohibit actual observance of any specific color.

A comparative measure as to the actual size of the objects was estimated as being approximately one half the diameter of the Chevrolet Assembly Plant's smoke stack. Approximate angle of elevation during the period of observation was determined as about 15 degrees.

The objects seemed to be proceeding in no apparent direction, but because of the uncertainty concerning the distance of the objects from the observer, it would be difficult to estimate any specific speed. [dclxiii]

The MP heard no sound that he could attribute to the objects and saw no flames or exhaust. The objects appeared to be without fins, canopies, or antenna.

Weather conditions at the time of observation were evaluated as relatively clear, no clouds were present, although a slight ground haze is thought to have existed.

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Another witness, a corporal was also questioned, and he described the objects appearing disc-like in structure, the center of which was raised much as though the segment of a smaller sphere has been placed upon the disc, giving it somewhat of an inverted type saucer appearance. His opinion was that the sauce could be the same as the diameter of the smokestack and the color was believed to be silver.[dclxiv]

Giant Cigar ship hovers over B.F. Goodrich Rubber Plant: On July 9, 1952, ten workmen taking a break at a Florida B.F. Goodrich rubber plant looked up to see a large Cigar shaped ship hovering over the plant. They described the object as being: 1) “huge”; 2) “silver in color”; 3) “Emitting a haze of smoke.” It hovered for 15 minutes before zipping away. According to one observer:

> **"It was a round, silver thing with a dark ring rotating around its outer edge. The ring gave off a dark haze that looked like smoke. The way it fluttered a little now, and then you could tell the rung was spinning".[dclxv]**

Two Discs over Northrop Aircraft Plant: On July 26, 1952, Mr. Edwin C. Johnston, owner of Aircraft Hydroforming, which manufactures airplane parts, said he watched two flying saucers streaking over the California Northrop aircraft plant in nearby Hawthorne for the fourth night in a row. In the ‘Amarillo Sunday News-Globe’ he stated he was “amazed at the increased audacity of a strange disc-like object he has seen cavorting in the skies over Los Angeles.”[dclxvi]

UFO over Reynolds Aluminum Plant: Construction workers near the Reynolds Aluminum Plant watched a spinning circular shining object at Gregory Texas around 9:20 am on July 29, 1952. This object reflected the light of the sun and left a vapor trail like an airplane at high altitudes. The observer, Mr. Clark said:

> **"The object would move in a circular path and then stop dead for a minute. After approximately 15 seconds it**

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seemed to go straight up and disappear…A moment later another, or possibly the same object dropped down, this time without the vapor trail and followed approximately the same pattern as before."

"Clark said there were no aircraft in the sky at that time although four jet aircraft flying in close formation came over about three minutes later."[dclxvii]

Saucer over New Mexico Welding Plant: On September 4, 1952, at 9:07 am four witnesses observed a silver object directly overhead at a Welding Plant in Albuquerque, New Mexico. One of the witnesses, a former ex-Navy Air Force bombardier, stated the object: "definitely was not a plane". The object appeared as bright, shiny aluminum in color and remained in view for five minutes.

This object remained in the same spot until it disappeared. His attention was drawn to the sky when the object emitted a shattering sound, like that of a flight of B-36's. The weather bureau confirmed only one balloon had been launched that day. However, this did not appear to be the cause of the sighting given the size of the balloon at 80,000 feet.

This appears to be another example of a flying saucer observing operations at a plant. In this case, the plant was a Welding and Boiler Works complex.[dclxviii]

Domed Craft with portholes near Strathmore Paper Company: In another exciting article from the 'Hartford Courant', writer Francis B. Allen shared that on January 17, 1967, Miss Helen Godard and her two nieces witnessed a UFO. On Sunday evening coming through Grandville, Massachusetts about 5:45 pm the three spotted a circular disk object that was brightly lit and hummed like a "bumble bee." It was hovering over a field and was a couple car lengths in length.

They described the object as being domed and from its base had bright white lights shining through porthole-like openings. One observer noted the sparkling white light was as bright as sunlight and

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lit up the ground and sky. In addition, red lights showed up at the back when it was "picking up speed." The three got out of their car to get a better look as it hovered overhead. They tried to flag down a car but were ignored. Another witness came forward from West Springfield nearby.

Miss Sierasku saw the same object near the Strathmore Paper Company where she worked. She informed investigators it appeared over the high-tension wires, which crossed the mountains running to Granville. A spokesman was interviewed, and he relayed that if a UFO showed on the airport radar screen, it could not be distinguished from a plane. Furthermore, he stated:

> **"We're not in contact with half the air traffic we see on the radar so as far as we're concerned half the traffic are UFOs."**

The young lady witnesses drew a depiction of the flying craft for the newspaper. In another article by the ‘Hartford Courant’, the witnesses gave their testimony on station WDEW (1570) Springfield, Mass. [dclxix]

Other Atomic Plants

Saucer over Atomic Bomb Plant; Savannah Georgia: On August 6, 1952, two UFOs appeared over the Atomic Bomb plant at Savannah Georgia. One of the UFOs appeared to be bulb-shaped while the other cigar-shaped.

The first object appeared at “7:30 am and was reported by an official of the E.I. Dup Pont de Nemours and company. The witness confirmed many others exclaimed they saw the same object”. An AEC employee remaining anonymous investigated the sighting said: "he had no logical explanation." “At 9:00 am north-west of the tower two different people witnessed a long silver cigar-shaped ship having no wings or tail.”

The AEC disclosed that a few months before these sightings Jets from Hunter Air Base were asked to routinely patrol the H plant

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as unknown object were appearing with frequency.[dclxx]

UFO violates U.S. AirSpace at Oak Ridge: On July 19, 1953, a UFO was seen over Oakridge Tennessee. A few black objects maneuvered over the restricted area near F-86. In a confidential memo dated July 27, 1953, a communiqué was sent to The Adjutant General in Washington, D.C.[dclxxi]

The following report of unidentified objects by Norman H. Brown, Acting Chief, Review, and Analysis Section, AEC, has been received from the Senior Instructor, USAR Instructor Group, Oak Ridge, Tennessee, and is transmitted herewith in accordance with directive cited in paragraph 1, above:

> **"At approximately 3:00 pm on July 19, 1953, an F-86 aircraft was observed flying over the Oak Ridge residential area, making circles at what appeared to the writer to be approximately 2,500 or 3,500 feet. The F-86 flew over the area in this manner for approximately ten or fifteen minutes. The writer, together with his wife, observed the aircraft through a pair of six power field glasses."[dclxxii]**

After the aircraft flew in what appeared to be the direction of Knoxville, Tennessee, a black object moved out of a high white cloud, directly over the area the F-86 had been flying. This object began to travel, at a tremendous speed, in a large circle. This action on the part of the unknown object continued for at least five minutes. During the maneuver of this object, it appeared at times to be in the shape of a "cigar" and at other times "round."

"This object was extremely black in color, having an appearance of a deep black metal exterior with a fine gloss. It did not leave a vapor trail or were there any lights of shine noticed."

No sound was heard. The object flew east at tremendous speed for what appeared to be approximately three miles where it stopped. The UFO was then joined by two more of these same objects. A formation similar to a spread "V" was formed, and the objects, at a tremendous speed, flew in an eastward direction."[dclxxiii]

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UFO darts over Ohio Fernald Atomic Plant: The following story comes to us from Leonard H. Stringfield (CRIFO Orbit). On August 25, 1955, at 10:40 pm two county policemen on patrol in two separate cruisers sighted a UFO hovering an estimated 5,000 feet above the nuclear facility. The object was a light brown sphere. At the time of this sighting, the Fernald Atomic Plant produced enriched and depleted uranium. Its location was 20 miles northwest of Cincinnati.

The Patrolman E. Nehree and M. Wiseman shared the UFO had a red glow that was "flickering" as it hovered over the atomic plant.

They said the light display was 'something like: “exhaust from an airliner, which flickered.”

“The object reportedly would drop 100 to 300 feet and then go back up, sometimes darting 'side to side' like it couldn't stay stationary.”

According to the Cincinnati Post: “the Atomic Energy Commission had launched an investigation into the matter.” As far as we know, nothing was ever presented to the public on what the object was.[dclxxiv]

UFOs over Pantex Atomic Energy ordnance “bomb” plant: On November 7, 1957, around 7:00 pm several UFOs were spotted hovering over the Pantex Atomic Energy Commission plant near Amarillo Texas. According to Plant Guards, the ‘Amarillo Daily News’ carried the story that brilliant objects were reported to the State Highway Patrol. A Highway Patrolman dispatched to the scene arrived at 8:15 pm and said he witnessed "a strange light." When the officers arrived at the plant, the guards: "were all shook up."

> **The Guards reported three objects had been floating over the plant some 50 feet above the ground. The Patrolman said: "When I got there, the guards said one of the objects had landed on Farm Road 2373, three miles north of Highway 60." The officer said: "We drove to the area but found nothing was there. But I'm convinced….that the guards saw something land.". He then admitted: "I saw one**

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> **of them, too"…."I was parked on the farm road where one was supposed to have landed – I had my lights off – and I saw this bright reddish tinted object really moving. It was zig-zagging in and out of the clouds. It didn't make any noise."[dclxxv]**

The 'Amarillo Daily News' newspaper shared: "The Patrolman also said he spotted a commercial airplane at the same time the "strange light" was above his control car.

The plane was making noise and had completely different lights – nothing like what I saw, he said. "I may have seen another, too," he said. "But the second light I spotted was higher and farther away, and I couldn't be sure it wasn't an airplane light." The patrolman was told that guards told him they had tried to slip up on the objects by turning off their lights, but the things would just slip away from them when they got near." he said."

According to the guards, one of the UFOs circled the east side of the plant area several times. They said: "it had bright lights, blinking first – and appeared to be fairly sizeable." The story continues with two 'Daily News' reporters being dispatched to the Pantex area as reports came in.[dclxxvi]

UFO over AEC Plant at Oakridge: Another USAF Project Blue Book file contained the account of a Cigar ship visiting Knoxville, Tennessee. The case information is provided through a "Saucer News" article embedded in the Air Force case file. On November 30, 1963, several witnesses reported a UFO descending over the AEC Oak Ridge Plant in Knoxville.

At 2:10 am "some tourist passing through Oak Ridge" observed a UFO "and reported it to Anderson County Deputies."

At 4:17 am, Deputies "William Martin and John Maples on Clinton Highway" observed a UFO shaped like a "football" that sped over them at 2,000 feet. According to the deputies they said it was a "football with a tail on it." It then reportedly "took off toward the east."

At the same time, this was happening a U.S. Air Force B-52 crew at 35,000 feet observed the same object from their bomber.

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According to the crew: "It was brilliant red, blue and green, on fire, and had what looked like streams of sparkling lights around it." The crew just assumed it was another meteor as it quickly disappeared from view. The observer asks the Air Force if they had any knowledge of whether this was a meteor or satellite decay entering the earth's atmosphere.

In a letter to HQ USAF, a USAF Colonel shared that meteors are rarely observed for over ten or fifteen seconds, while satellite decays are much slower. In this case, the object was seen for 2 hours. Furthermore, NICAP investigators said they have never heard of a meteor traveling horizontally.

Major Jacks (USAF) in a December 30, 1963 letter to the observer mentions the difference between Satellite decays and meteors entering earth atmosphere. He said:

> **"Meteors entering the earth's atmosphere is usually from the east "the colors tend toward red and oranges on the color spectrum as the object breaks up or decays." They are rarely observed over ten to 15 seconds."**

> **"Satellites entering the earth's atmosphere duration of the decay is much longer. Sputnik IV decay on September 5, 1962, was more than two minutes and the Discoverer VIII decay on March 7, 1960, lasted over four minutes. The speeds of Satellite decay entry and meteor entry are different. Meteors have a much faster rate of entry to earth where Satellites take longer."**

The Air Force concluded the observers must have seen a "meteor.[dclxxvii]

We note the official conclusion of this case is classified as "a meteor," however, we also note, we have two experts sharing their contradictory position to this classification. What meteor can travel horizontally?

UFOs visit Los Alamos AEC Facility two nights in a row: On August 2, 1965, on Monday around 11:30 pm Mrs. R.C. called the

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police to report have seen a strange flying object near Los Alamos, New Mexico. Mrs. C. described the objects as: 1) "a glowing white ball with a tail on it"; 2) “the tail had orange color like flames.”

The Los Alamos police blotter reported a similar object “hovering” over Jemez Village.[dclxxviii]

Then around 11:37 pm on August 3, 1965, Mr. S. reported several UFOs at Los Alamos. The first one appeared at 11:27 pm. Looking outside his living room window, he observed a brilliant white sphere trailed by a pale orange, sparkling tail paralleling his roof line." Mr. S. shared:

1. “I was able to be absolutely positive about the position because of the roof line.” He described the object as brighter than the brightest star and traveling at a fantastic rate of speed.”
2. "he expected to hear a whooshing sound like a jet plane, but no sound ever came."
3. “the unidentified object appeared to be between 10 to 25 miles up rather than of satellite altitude and was traveling faster than a satellite.”
4. “It just didn’t look like anything I had ever seen before.”

Then at 11:40 pm Mr. and Mrs. S. witnessed the second object. They mentioned the second object was:

1. “pinkish or orangish in color”;
2. “its color was constant but diminished in brightness as it moved away”;
3. “they observed the second object for three to five minutes”;
4. “it moved in a straight path”;
5. “it seemed to be moving too fast for a satellite.”

Then at 12:20 pm and again at 12:30 pm the Mr. and Mrs. S. saw additional UFOs, which followed the same pattern as the second object. [dclxxix]

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UFO above Yankee Atomic Power Plant: Around 11:30 pm on September 15, 1967, three women Mrs. Ralph Rarey, Mrs. John Muzik and Mrs. S. Ward on their way home witnessed an object hovering over the new Yankee Atomic Power Plant in Haddam, Connecticut.

The three women drove to a high point location on Oak Ridge Drive and observed the craft as it remained motionless. The three women told the 'Hartford Courant' they were not nervous but curious as it was their first sighting. When the Yankee plant was called to notify them, none of the night crew knew the object was about the plant. [dclxxx]

Oil and Refineries

UFO over Oil Storage Tanks at Waco: August 10, 1952, according to the 'Waco News', William Searcy, his wife, and four sons witnessed a UFO hovering over oil tanks. While driving to Waco, Mr. and Mrs. Searcy and their four sons observed a sizeable orange-colored light traveling at 600 feet in altitude along the route of the highway from north to south. They said:

1. "it would get off the road now and then";
2. "bat around a little like it was lost, then find the range and started traveling straight.";
3. "It came to a collection of oil tanks and hovered over them".

The observers then said the object headed toward the Municipal Airport where a beacon light caught it. They made the statement: "it apparently didn't like that, because it turned red and went straight up in the air and disappeared."

According to the 'News Tribune' – "they telephoned Searcy's house, but he wasn't there. Also, Mr. O.R. Prindle confirmed he saw the same thing the same night. He shared the object came to a stop, then went straight up. He said, if it was a falling star, it stopped and reversed." Prindle believed the object was sort of greenish yellow. [dclxxxi]

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Discs hover over refinery at Beaumont: Although U.S.A.F jets were involved with this sighting; the following case does not show up in Project Blue Book. This again is highly unusual as Air Force Jets were involved in a chase. This may indicate the case is classified today. On August 28, 1952, five men reported three saucers hovering over the Magnolia refinery at Beaumont Texas.

Observers confirmed with the press: “an Air Force jet aircraft chased the objects until they dispersed and disappeared."

The ‘Port Arthur, Texas, News’ pointed out the Magnolia Oil refinery at Beaumont Texas was a large petroleum plant along the Neches River. It was a Mobil Oil Company manufacturing plant.[dclxxxii]

We were unable to locate any US Air Force files indicating an Air Force Jet was dispatched to chase the three saucers. If this was a true intercept, the case might be classified to this day.

Cigar shaped UFO hovers over Salem Harbor Power Plant: This next case comes to us from Raymond Fowler in his book "UFOs Interplanetary Visitors."

Because the story covers three pages in his book, we will suggest the reader obtain his excellent book and read the full story. Just a few facts are shared here.

Around 8:20 am on October 2, 1965, a young man J. C. was riding his bicycle and observed a cigar-shaped object that was hovering approximately fifteen feet above three smokestacks of the Salem New England Power Station.

1. “The object had a white light on both ends and a slight hump towards the rear and was approximately 20-30 feet long.”
2. “He was facing east-southeast while viewing the object. J.C. rode to within 500 feet of the power plant to investigate. At this time the object rose up approximately 100 feet and moved off to the south-southwest as the lights went out on the object.”
3. “That evening the Coast Guard and Salem police had received telephone calls reporting a strange object hovering

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over the power plant.” [dclxxxiii]

When thinking about this case, I wondered why a UFO would want to hover over several smokestacks of a power station? Was it monitoring air quality?

A 200-foot diameter disc at substation causes "Brownout”: Standing at an automobile dealership across the street from an electric substation in Manchester, Connecticut Larry Fawcett (UFO investigator) witnessed a large UFO.

The object was as a disc-shaped craft “the size of a 747” and descended to hover just a few yards above the electrical plant. Fawcett said he then witnessed a long metal rod extending from the craft towards the substation. It was then Fawcett said: “electricity jumped from the substation to the UFO for about 25 seconds. It was then Manchester had a momentary brownout."

Then, the craft “lifted up and was out of sight". In an article written by Cliff Schechtman, Fawcett states: “The ability of their technology to penetrate our military bases is scary." [dclxxxiv]

The 747 was 231 feet in length with a 195-foot wingspan. If the object were the size of a 747, then it would be approximately 200 feet in diameter.

100-foot-long Cigar Ship with windows near the Lon C. Hill power plant: On October 18-19, 1967 a large Cigar ship parks itself over the Lon C. Hill power plant in Corpus Christi, Texas.

An observer at Robstown, Texas reported between 8:00 and 9:00 pm a large craft suddenly appeared. The Air Force file details the following facts of the Cigar Ship, it:

1. “disappeared towards Corpus Christi International Airport”;
2. “was spotted on both evenings (18th and 19th) at 8:00 and 9:00 pm”;
3. “was reported near the observer’s home”;
4. "was described as being cigar-shaped, about 100 feet long";
5. “had a very bright bluish color”;

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6. “appeared to have frosted windows”;
7. “had a humming sound as it neared the witness’s home”;
8. "launched a smaller object" (e.g., "smaller object" separated from the more massive cigar-shaped ship)

The witness was walking his dog at the time and noticed the dog's hair "stood on end." It was then the craft headed toward the Lon C. Hill Power Plant. Once the object reached the plant, it hovered, and then it proceeded to circle to the left and to the right.

The case file also states the witness's brother, who was stationed at Fort Benning Georgia, was willing to send special equipment to take photographic images of the object for future documentation. The Air Force when hearing this offer, countered with their own offer: "command facilities would be glad to assist her to develop these films once they have been taken. "The Air Force concluded the UFO "report was unreliable." They said: it was "unreliable" because the witness failed to return form No. 164. [dclxxxv]

UFOs near power plants have occurred many times over the United States. Like the Connecticut case several stories exist with large and small discs reportedly withdrawing (draining) energy from power plants causing brownouts or blackouts.

I find it ironic that in this Texas case, the Air Force willingness to processes the photographs contradict the final conclusion that the witness was "unreliable." "Unreliable" in what way? Because the witness was afraid to fill out form no 164?

Power Lines

There are many stories from witnesses that UFOs are seen following power lines all over the U.S. Following below is one case:

Egg shaped UFO over power lines: On March 20-21, 1966 between 10:00 pm to 2:40 am, Sgt Richard H. Page and Officer Eugene F. Bertrand and other policemen observed an egg-shaped craft over Exeter, Rockingham County, New Hampshire.

The object was seen hovering over power lines and making pendulum movements (rocking back and forth). Lights on the craft

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were flashing while in the middle of the craft the object pulsated red-white, blue and green. The object then ascended into the sky and departed.[dclxxxvi]

If you are interested in this phenomenon you can read about many more power line UFO cases in the 'APRO Bulletin', the 'UFO Investigator' and at NICAP.org.

Furthermore, Dr. James E. McDonald discussed this very issue (UFOs causing blackouts on the East Coast) with Congressional members in 1968.

Antennae / Radio Towers

300-foot long tetrahedron UFO over antennae: On June 23, 1966, NASA's Julian Sandoval, Apollo Space Project flight engineer, along with Patrolman Gallegos and Dorothy Lovato witnessed a 300 feet long object at 3:42 am (note in the 'APRO Bulletin' it was seen at 3:45 pm) while driving on the Highway near his home in Albuquerque, New Mexico.

The object's shape was tetrahedron and emitted a bright incandescent glow like a light bulb. This object was hovering 12,000 feet above antennae. The witness estimated as the UFO left the area it would have been traveling at Mach 6. Mach 6 is considered a hypersonic speed and is over 4,000 miles per hour. The only other craft near the object was an Air Force Helicopter approximately 5-6,000 feet below the UFO. [dclxxxvii]

The 'APRO Bulletin' shared the UFO: 1) had a "blunt end", 2) the tail end had a series of four lights which varied from greenish color to a tinge of blue, 3) the movement of the object led the observer to believe it used some form of propulsion.

He further commented its movement led him to believe: "it used a type of propulsion." The witness also said the object then took a vertical climb and increased speed to high velocity. The acceleration lasted 12 seconds until it disappeared. He observed it with binoculars and estimated its size as being 300 feet in length. [dclxxxviii]

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Chapter 16: Alien Ships Probing our Military Bases

When I was seven, my family was transferred from Langley Air Force Base in Virginia to England. My father was given new orders to be a chaplain at RAF (Royal Air Force) Base, Mildenhall, in Suffolk.

At that time in my life, the frequent moves began, and each one was an adventure. It was difficult adjusting at first, but everywhere I went, I found new friends and experienced what the world has to offer in different cultures and people.

We lived off base in a housing development several miles away from Mildenhall, but right next door was an abandoned RAF station. This abandoned base was up the hill at the end of our housing development. One day, a friend and I walked up to the old base fence, noticing the sign that said: "restricted area, do not trespass." We peered through the fence and decided to enter and explore.

We now have many records of UFOs / UAPs probing sensitive sites like Los Alamos, Oak Ridge, and nuclear weapons storage sites. Perhaps, the most well-known intrusion into a weapons storage site by UFOs / UAPs is the 1980 RAF Bentwaters (UK) case witnessed by over 100 American servicemen.

However, from the 1950s to the 1980s, UFOs / UAPs also visited hundreds of atomic and nuclear weapons storage facilities at US installations. In addition to this, thousands of military officers reported UFOs / UAPs over military bases during the 1950s and 1960s. Some of these bases had advanced weapons, jet aircraft, B-29s, and B-52s.

We can only surmise these visitors are interested in monitoring our development in advanced atomic and nuclear energy production facilities or weapons.

In this chapter, we will discuss UFOs that also have an interest in looking at military bases and weapons storage sites.

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UFOs over ordnance facility in Colorado: On July 8, 1947, the 'Syracuse Herald-Journal' reported Ordinance depot workers at Pueblo witnessed twelve (12) flying discs. The UFOs: 1) were seen: "during their lunch hour"; 2) "the saucers were flying over the city and disappeared rapidly into the west.[dclxxxix]

25-40-foot diameter disc enters restricted Air Space, Washington DC: Around 10:15 am on April 30, 1948, a Navy Pilot Mr. Lowe in a SNJ BuNo aircraft was flying south of Anacostia NAS (Naval Air Station) Maryland when he observed a yellow colored sphere-shaped UFO. The UFO was 1,000 below his position.

According to the letter in the Air Force file, Marcus L. Lowe, described the UFO as looking like a yellow sombrero estimated to be 25-40 feet in diameter. He attempted an aerial pursuit and then had to abandon the chase when the UFO entered restricted airspace over the U.S. Capital. His report also details the fact the sphere had no external attachments and was estimated at flying no more than 100 miles per hour at 4,000 – 4,500 feet. [dcxc]

Any UFO slowly maneuvering along at 100 miles per hour at a low altitude appears to be conducting "surveillance." If this was a "surveillance craft," what was it doing flying in restricted airspace? Was it checking in on the nation's capital buildings? Perhaps it was just going along looking to see what the President was thinking of having for lunch that day.

Holloman Air Force Base balloon expert spots UFO: On April 5, 1948, several witnesses including a trained balloon expert, from the Geophysics lab (Mr. Olsen) observed a UFO perform a fantastic flight over Holloman Air Force Base, New Mexico. The observers reported a large gray, white object maneuvered over the base, that executed a downward flight path and then executed a large loop. The UFO then soared upward and disappeared suddenly. Two witnesses stated the object had:

1. "appeared at a very high altitude";

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2. “moved faster than any known aircraft”;
3. “possessed a rounded, indistinct form”; and
4. "suddenly disappeared."

The observers rapidly concluded that this object was not a "balloon." They came to this conclusion after watching the UFO perform violent maneuvers at a high rate of speed. The Air Force file reveals the experts admitted such maneuvers would "kill a human being."

The second observer Mr. Chance witnessed two objects. One UFO went straight up, and the other disappeared to the west. Chance stated the color was that of a golden hue. Mr. Johnson watched one of the objects make three vertical loops and upon completion disappeared in a broad arc to the west.

Mr. Johnson stated it was absolutely not a balloon and the object was silent (e.g., emitted no audible noise). Besides, the files reveal; “no signal or atmospheric noise was heard on the 400-meter receiver to which he was listening at the time.”

The Air Force report ruled out balloons, as all three witnesses were "balloon experts." Besides, this sighting was ruled out as an astronomical event. The Air Force concluded: “at the moment there appears to be no logical explanation for this incident.” [dcxci]

Chanute Air Force Base greets UFO: Around 6:36 pm on December 8, 1948, two airmen observed a glowing round object moving quickly over Chanute Air Force Base in Illinois. This UFO was described as being 15 feet by 6 feet in size and had the shape of being round or cylindrical. The observers also shared the object was white in color, moved at 350 miles per hour and appeared at 15,000 feet in altitude. Colonel H.M. McCoy sent a "Confidential" memo to the Commanding General, Air Material Command, Wright Patterson Air Force Base (OH).[dcxcii]

“UFOs are observing our Defenses”, Missile Division expert: On December 13, 1948 Missiles Division expert, Mr. J. E. Lipp prepared a 7-page report to General Putt (Director of Research

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and Development), explaining why he believed most UFO sightings were in the United States.

Mr. Lipps' assumption: Lipp believed UFOs frequent the United States more than any other country, and because of this, he assumed they were most likely of "earthly origin." Mr. Lipps' Theory: Lipp then came to the following conclusion:

> **"Only one motive can be assigned; that the space-men are "feeling out" our defenses without wanting to be belligerent. If so they must be satisfied long ago that we can't catch them."**

"It seems fruitless for them to keep repeating the same experiment". Mr. Lipp addresses the arrival of these spacemen in rocket ships as opposed to other designs (discs, eggs, cigars, etc.). [dcxciii]

In his report final report, Lipp struggles with the reality of UFO maneuverability, fuel reserves, and appearance of the crafts to humans on earth. Though he acknowledges the potential of a super-race of humans with "Motherships", Lipp appears stuck in the present-day propulsion methods of 1948.

I was able to uncover the fact Mr. Lipp was not aware of the list of UFO sightings over the world revealing countries having a massive influx of 1930's sightings in China, and other parts of Europe. This point just goes to show, we can only make informed decisions about life on what we know.

If we do not see a phenomenon is real, we do not consider it a factor in our daily choices. Lipp was under the impression the massive influx of UFOs was in the United States. This is, in fact, was not the case. The influx of UFO sightings was happening all over the world. The only hold back for accessing the actual statistics today is the fact most people were afraid to tell authorities about what they saw. Back then, if you shared something like a UFO sighting they might send you to the "looney bin."

UFO over Kirtland A.F.B. ordnance area: Around 5:30 pm on January 6, 1949, a diamond-shaped UFO entered the airspace over

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Kirtland Air Force Base Ordinance area. Pfc., Meredith J. Everitt guarding a C-97 Boeing Stratofreighter observed an unidentified flying object pass overhead at an altitude between 1,500 and 2,000 feet.

Figure 19 - C-97 Boeing Stratofreighter, [dcxciv]

The Air Force files indicates the object was a bright white light having the shape of a diamond. The center of the object was much brighter than the edges. The object appeared about 2 feet in length (at arm's length) and was traveling at speeds faster than a jet fighter.

The UFO maintained a horizontal flight for 500 feet along the earth's surface before the observer lost sight of it. The UFO left no trail of smoke or other vaporous material behind it as it departed. The case file on this sighting revealed the object was reportedly a brilliant green incandescent light. The Air Force concluded the observer witnessed an Astro event:(e.g., "Meteor").[dcxcv]

Further research into the file reveals the UFO traveled slower than a meteor. Besides; if one thinks about meteors, their appearance is usually round, and the brightest portion of the object is at the front due to friction with the earth's atmosphere. Finally, meteors typically have some visible trail of vaporous material following the rock. This "meteor" had none of these features. From all information, this did not appear to be a meteor.

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Camp Hood Army soldiers report UFO: On April 27, 1949, at 9:20 pm two Army soldiers, PFC Stearns and PVT Pillett of company C on patrol near Killeen Base, Camp Hood observed a violet round UFO approximately 6 to 7 feet above the ground and only 10 to 12 feet from their location.

The UFO emitted no sound and had no odor. The object appeared to have a light that was blinking, on and off. The object passed through branches of a tree and disappeared.

Then at 9:35 pm PFC Lockhart and PVT DeAmicis (Army) while getting out of a car reported seeing a bright white light the size of a baseball at arm's length. This object was six to seven feet above the ground and traveling at a terrific speed. This object also produced no sound or odor.[dcxcvi]

UFO fleet at Sam Houston, Camp Hood, Texas: On April 28, 1949, around 8:30 pm several guards witnessed aerial objects over Camp Hood Texas. The Air Force conducted the investigation and interviewed each observer. Here is what they found:

At 8:30 pm, the first guard using binoculars observed 18 objects. The guard said the objects were round and changed color from chalk white to red. The objects were 20 feet above the treetops and traveled at three miles per hour. Each of the UFOs were luminescent similar to a glow. They appeared over a 1 and ½ hours at 5-minute intervals. The Air Force concludes the character of this particular guard as "Excellent."

At 8:37 pm, a second guard on duty witnessed 9 to 10 softball-sized objects, each changed from white to red to green. The UFOs were no more than 1 mile from the observer. The speed was very slow; no sounds were heard as they headed southeast. The objects rose and fell in a low arc. The Air Force stated the witness was an "excellent type of observer."

At 10:00 pm a third guard said he watched four flights of UFOs that looked like "Tennis balls,". These UFOs changing from white to red-green and their appeared a separate group of objects that were plain white in color. One UFO was 50 feet above the treetops, and the

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others were over a nearby mountain. They were traveling at 5 miles per hour on a level flight.

The Air Force concluded the objects seen at Fort Hood must have been "Flares or Fireworks." Other reports came in at 10:30 and 10:40 pm. The one at 10:30 pm appeared to be 10 to 15 inches long and was 100 to 150 feet off the ground and moved "Up and down. [dcxcvii]

Flares and fireworks do not travel on a level flight for extended periods of time (1 hour or more). They also do not move up and down when they are 100 feet above the ground. Like many of the Air Force Project Blue Book files, it is believed this was not classified correctly. This case should have been classified an "unknown."

Fort Bliss Army officers report discs: Around 11:40 am on May 5, 1949, three Army officers witnessed two (2) oblong white discs flying at 1000 feet above the ground at Fort Bliss, Texas.

The object was white in color, oblong in shape and not more than 1000 yards from the observer. Its speed was estimated to be 200-250 miles per hour. The UFO produced no sound or odor. It had a highly reflective luminosity. It traveled out of sight on a straight and level course.[dcxcviii]

UFO dances over Camp Hood: On May 6, 1949, between 8:40 and 9:30 pm Army artillery observers at Killen Base, Camp Hood watched an object drop from 1,200 feet to 440 feet at a distance of 4,000 yards. The object was a very brilliant light. It appeared to move back and forth (zig and zag) between north and south for a distance of 400 yards.[dcxcix]

More UFOs at Camp Hood, Texas: On May 7, 1949, around 7:40 pm Lt. Mardell Ward, at the Army's UFO observation post spotted a brilliant white diamond-shaped object at Killeen Base, Camp Hood, Texas. The craft was 15,000 feet away at 1,000 feet.

The UFO was tracked for 57 seconds as it traveled 20 miles (at 1,300 mph). During this time the craft changed colors from white to reddish to greenish. It then dropped in altitude, dimmed suddenly

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and disappeared. No sound was present with the sighting of the object.[dcc]

This event was placed in a memo and sent from the Fourth Army HQ to the Intelligence Division, General Staff of the US Army in Washington DC as well as Wright Patterson Air Force Base, Dayton, Ohio. The Air Force concluded this object was "Betelguese.[dcci]

We wonder "Betelgeuse"? The well-known, star system only 15,000 feet away from the base? I do not think so.

25-foot discs at Davis Monthan Air Force Base: In May 1949, around 2:30 pm a flight engineer with the 43rd Bomb Squadron at Davis-Monthan Air Force Base witnessed two objects in the air at 10,000 feet. The case file reveals the UFOs:

1. "were round and flat";
2. "appeared to have a diameter of 25 feet with a 1-foot thickness each";
3. "estimated to be traveling between 750 to 1,000 mph";
4. had "no fins or stabilizers, ducts or slots";
5. Propulsion "was unknown- no visual means of propulsion";
6. They were "50 feet apart" from one another";

The Davis Monthan UFO Incident:

Around 2:30 pm at Tucson, Master Sergeant, Putman (USAF) from the 43rd Air Refueling Squadron, 43rd Bomb Wing, Davis-Monthan Air Force Base sighted observed two objects in the air at 10,000 in altitude.

This witness is a flight engineer and believed these objects traveled faster than any aircraft he had seen. He was reclining on his back on his front lawn and looking directly overhead when he saw these objects pass. The UFOs were described as silver in color; round and flat in opaque shape devices. The word "similar to a washtub" was used regarding size.

The UFOs were estimated to be 25 feet in diameter by 1 foot in thickness. This shape would be considered a "disc." The observer

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stated the surface of the devices were smooth and symmetrical. The surface was also very shiny when reflecting the sun.

The unusually designed crafts were maintaining a distance of 50 feet apart at all times during the period of the sighting. The observation was for six to ten seconds traveling from the southwest to northeast. The two objects, banked to the north with a steep left bank, moved one mile, then banked abruptly to the Northeast towards the Catalina Mountains. As they banked, each object gave off reflected light. No exhaust was discernable or propulsion. No fins or stabilizers were apparent.

The UFOs were traveling at an estimated speed of 750 to 1,000 miles per hour. No sound was heard. The objects then faded from view. FBI and local police records show the witnesses background was checked and determine clear. His commanding officer stated the witness was reliable and truthful. Other character witness said he would trust the observer implicitly.

The Air Force concluded on interviewing the witness believed he was of good character, average intelligence and had a reasonably rounded education. The Air Force also stated there were no aircraft in the vicinity at the time of the vicinity. Balloon releases were checked with all agencies in the area revealed four (4) weather balloons had been released however the times were 0200, 0800, 1800 and 2000 hours. The two objects did not fit the description or usual patterns, colors of the weather balloons.

Figure 20 - Typical Silver Disc

The Air Force conducted a particular inquiry and the status was "pending" according to the file "Report of Investigation." Lt Colonel Rees (USAF) prepared a report for the Commanding General

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Air Material Command, Wright Patterson Air Force Base, Dayton, Ohio.[dccii] The witness shared the following statements:

1. “There was no apparent means of motivation, no vapor trail, exhaust and absolutely no sound”;
2. “The surface appeared to be smooth and symmetrical. The UFOs did not seem to vary in thickness toward the center from the outer edge”;
3. “The color appeared silvery and very shiny when reflecting the sun. This particular day was a very clear sunshine day”;
4. “The objects seemed to be traveling between 750 and 1,000 miles an hour”;
5. "I have been associated with aircraft the major portion of my life, having spent the last eight years in actual duties connected with aircraft and presently as a flight engineer on flying status”;
6. “I have observed all conventional types of aircraft and jet fighter aircraft in the sky, and this object seemed to be considerably faster than I have ever seen any aircraft travel”;
7. “My home is located in the residential section of Tucson in the northeast portion of that city. Approximate distance from my home to the Catalina Mountains in a northeast direction is six miles. From the direction I first sighted the objects come from, they would have come over a more densely populated portion of the city of Tucson, but not necessarily over the business center”;
8. “Upon initially sighting these objects in the air, I called to my wife to come out of the house, but she did not get out until they disappeared. The whole occurrence from the time I initially sighted the objects until I lost sight of them was between 6 and 10 seconds”;
9. “To my cognizance, none of the neighbors in the vicinity of my house sighted the objects. However, I have made no inquiry of the neighbors. I did tell my nearby neighbor who was not home at the time, about this occurrence”;

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10. “I reported this to my Squadron Officer on Tuesday, 10 May 1949. I have read various comments and articles concerning objects of this nature but never put much stock in the information”;

    “These objects appeared opaque in nature. I can think of no possible explanation as to what these objects were nor what kept them in the air or how they could travel at such an excessive rate of speed. I was fully awake when I saw them and can vision them perfectly in my mind at this time”. [dcciii]

Davis Monthan Air Force Base witness UFO: On May 16, 1949, around 5:00 pm at Davis-Monthan Air Force Base, Tucson, Arizona, an observer spotted a black object at 5,000 feet altitude that looked like a wash-tub about 3 to 4 feet in diameter. According to the case file, The UFO was described as:

Traveling:

1. “from east to west”;
2. “at 800 to 1000 miles per hour”;
3. "at the same altitude in a predetermined direction and appeared to "flutter.""

Having no:

1. “exhaust and no reflection”;
2. “lights”;
3. “propulsion”’
4. “sound”;
5. “fins or stabilizers.”

The witness said: "It is my belief that the object which I saw on 16 May 1949, is one of the objects which are commonly referred to as

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"flying discs."

The UFO case file indicates the observer, an automobile mechanic at Davis-Monthan Air Force Base, as a reasonable observer and above average intelligence. A UFO case report was prepared by Lt Colonel Doyle Rees and sent to the Commanding General, Air Material Command at Wright Patterson Air Force Base, Dayton, Ohio. The Air Force concluded this was an Astro (Meteor). [dcciv]

More UFOs at Fort Bliss: On May 19, 1949, between 8:30 and 9:09 am numerous military witnesses at Fort Bliss observed a flashing object in the sky. The UFO was silver in color, round in shape like a quarter dollar. It was "rocking" at irregular intervals allowing the observer to see it edgeways and sideways. Watching it for five minutes, he reported the object produced no sound and no odor. It continued to execute an irregular rolling and tilting motion slowly rising as it traveled away.[dccv]

Tank Battalion C reports UFOs at Camp Hood, Texas: May 23, 1949, was a busy day for the soldiers at Camp Hood, Texas. The following represents a timeline of repeated visual encounters with discs.

1. At 10:00 am several observers with the 6th Medium Tank Battalion "C" company were on duty when they observed a UFO over Camp Hood. The object was described as being between the size of a star and that of the moon or the size of an automobile headlight. The UFO as round blurred edges and had a yellowish tinge to its color. The object was said to be 1 mile away and was northeast of the observers. The UFO remained in sight for two minutes and then moved from the left to the right at a slow speed on a level flight path. The Fourth Army made a report to AMC Wright Patterson Air Force Base, Ohio. A copy of the report was retained in the files of D.O. No. 10.

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2. At 10:10 pm another member of the 6th Medium Tank Battalion “C” company, 2nd Armored Division witnessed one light three feet in diameter, round in shape and changing from amber to greenish yellow in color. The object was in sight for three minutes at a distance of 1,500 yards. The speed of the object was slow, and its size appeared to grow. The object first moved east to west, then moved west to east. According to the observer, the object appeared to glow like a "light through a window."
3. At 10:30 pm observers with Company “D” 42nd AIB, 2nd Armored Division on guard watched a "round lighted" object appear and disappear 20 times. The UFO was said to be the size of a half dollar. The color was similar to that of a light bulb. The object moved straight up and down with slight lateral motions.
4. Between 11:30 pm and 12:30 am several observers at Camp Hood witnessed a lighted object. The object appeared, then disappeared, and later reappeared several times. The UFO was described as the size of a "light-bulb" when held at arm's length, round in shape, and with a color of that of a light bulb at arm's length. The object was seen for one minute, and the movement was "up and down" at slow speed. The weather was clear. No sound or odor was observed. Individual reports of the three observers furnished AMC by Fourth Army. The Air Force files most if not all the observers were considered "excellent." [dccvi]

UFO over Carswell Air Force Base aircraft factory: On July 6, 1949, around 1:50 pm 1st Lt, Clifford Schoeffler USAF, a mechanic working on a B-36 witnessed a silver semi-transparent object over the consolidated aircraft factory at Carswell Air Force Base, Fort Worth, Texas. In this case the UFO:

1. was “spheroid, similar to a soap bubble in shape";

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2. “The distance to the object was 1 mile, and the object flew from south to north”;
3. “The speed of the object was reported at 300 mph”;
4. “The object flew on a straight course”;
5. “The object at arm’s length was the size of a man’s fist”;
6. “There was no sound or exhaust trail associated with the object”;
7. “Visibility at the time was good.”

The UFO case file reveals the observer said he was confident the object was not a "balloon." A sworn statement of the sighting is included with the report. Copies of the report were sent to the Commanding General Air Material Command, Wright Patterson Air Force Base (OH) on July 18, 1949. The Air Force concluded this sighting was most likely a "balloon." According to the file notes, the Radar Site at Carswell Air Force Base released a Rawin balloon at 2:01 pm. It was stated this object would have passed over the position of the observer. [dccvii]

The only problem with the Air Force conclusion was the event occurred before the balloon launch. We have a time discrepancy with the balloon being launched 11 minutes after the sighting of the object.

Seven-sphere-shaped UFOs over Carswell Air Force Base: On July 24, 1949, around 8:30 pm two Air Force officers reported one large UFO or several smaller objects while in the backyard of his home at Arlington Heights, Fort Worth, Texas.

The objects appeared to be over Carswell Air Force Base. The Captain writes: “my wife called to my attention a flight of several objects flying almost directly over our heads at a phenomenal rate of speed. They were approximately seven in number and emitting bluish white light.” In the UFO case file, his statements to the report shared:

1. “the objects were the color of dull white (like the fluorescent dial on a clock)”;
2. "The luminosity was like an Incandescent brightness”;
3. "The objects flew on a straight level flight”;

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4. "No clouds were seen in the sky at the time."

The Major writes: “I saw what appeared to be seven lighted objects in a “V” formation slightly to the West moving very rapidly from South to North.”

The distance between the lights did not change during the time they were visible. The witness indicated that these seven lights might have all been on one "single object."

According to the Air Force files, the objects were emitting bluish white light. The officers watched the objects in flight heading south to north until they disappeared. Lt Colonel, Edwin Kirton, Director of Intelligence submitted a formal report. The Air Force classified this sighting was caused by "Birds.[dccviii]

Comment | The facts of this case make us wonder if the case should have been classified "unknown."

1. Though Birds fly together, they rarely fly in a perfect formation;
2. In this case the “birds” remained the exact distance apart (no deviation);
3. The “birds” (UFOs) flew in a straight and level flight pattern;
4. Geese are known to fly in a V formation, however, they lack the incandescent and bluish light emissions mentioned above;
5. Though bird feathers can reflect city lights from below, it is doubtful they would appear “incandescent” and fully bright for an extended period of time.

100-foot diameter UFO hovers over Holloman Air Force Base: On October 11, 1949, several UFOs were seen flying over Holloman Air Force Base, Alamogordo, New Mexico. The first incident occurred between 10:45 and 11:00 am when two Sergeant’s observed a 100-foot-diameter sphere. The sphere was described as:

1. “long and round”;

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2. “white or silver – aluminum color”;
3. “sphere-like";
4. “flying very high above 150,000 feet in altitude”;
5. “the size of a B-29."

The UFO was flying to the Southwest on a straight course. The Air Force ruled out Balloons as the UFO was traveling against the prevailing winds and moving faster than upper trade winds would carry it. The second observer Sergeant M. G. tracking an observation balloon with a theodolite, observed the UFO as it crossed his field of vision with such speed it caused a streak. [dccix]

The B-29 was 99 feet long. Therefore, if the disc were the size of a B-29, we would be viewing a large craft.

B-29 maintenance man reports UFO at Holloman Air Force Base: On October 12, 1949, at 11:15 am Sergeant Clifford H. Hart working on a B-29 witnessed a round white object streak across the sky at a 35,000-foot altitude over Holloman Air Force Base, New Mexico.

Sergeant Hart’s description states the object had an appearance of a balloon about 6 inches in diameter, coming from the southeast at an enormous rate of speed.

Comparing this object to the size of a B-29, it would have had to be about 35,000 feet in altitude. He called two others over to see it, however; it traveled so fast, they were unable to observe the object before it disappeared.

Sergeant Denning mentioned it traveled too fast for a balloon and looked like it was made out of aluminum. He shared it was: "much faster than any jet observer has seen."

> **The object had no tail or wings; and it was: shaped as a round-ball (sphere), traveling at 8,000 to 10,000 feet in altitude at an estimated speed of 1800 mph.**

The Air Force report states the object was heading towards Roswell, New Mexico or Fort Sumner. The Air Force checked with the Electronic and Atmospheric Section, Holloman Air Force Base, the

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Weather Station at Holloman and the White Sands Proving Ground and Technical Division for other factors that could cause the sighting.

Initial reports revealed no testing devices were sent aloft during the time of the sighting, which could have been mistaken for the object, in question. This report was forwarded to the Commanding General, AMC at Wright Patterson Air Force Base (OH), Headquarters OSI (DC), the Commanding Officers at Holloman Air Force Base (NM).[dccx]

50 to 100-foot diameter sphere at Davis-Monthan Air Force Base: Around 1:40 pm on October 12, 1949, four airmen observed a UFO over Davis-Monthan Air Force Base. The witnesses were standing in the aircraft parking area for the 65th Bomb squadron in Tucson, Arizona. The UFO traveling to the southwest around 1,000 mph was described as:

1. “being white or silver in color”;
2. “round in shape”;
3. “appearing like metal construction”;
4. “50 to 100 feet in diameter”;
5. “traveling at 25,000 to 30,000 feet altitude.”

A typed report was prepared at Davis Monthan Air Force Base and forward to the Commanding General Air Material Command at Wright Patterson Air Force Base, Ohio. The USAF case file indicates the investigation failed to identify the object.[dccxi]

Military men report UFO at Alamogordo: Around 10:30 pm on January 6, 1950, Russell O. Womack Jr., Detachment Commander, OSI (Office of Scientific Investigation) and six airmen observed a white colored "star-like" object fly over Alamogordo, New Mexico. The case file reveals the UFO:

1. “was seen for 45 minutes”;
2. “would change erratically from green and red”;

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3. “appeared bigger than the planet Venus”;
4. “traveled East to West”;
5. “moved erratically up, down, to the right, and to the left”;
6. “emitted no exhaust or trail - as one would expect with a plane, rocket or meteor”;
7. “had no propulsion”;
8. “emitted no noise”;
9. “it had no air ducts”;
10. "appeared "as a light.”

The airbase tried to get a fix on the object with a theodolite; however, an obstruction prevented visual contact. The investigator confirmed no testing devices were sent aloft at the time of the observation. The Air Force concluded the observers must have seen an "Astro-event" (e.g., Canopus). [dccxii]

This is one of many cases where the Air Force analysts suggested planets and stars could perform aerial acrobatics in U.S. Airspace.

Air Police report UFO near the atomic storage area at Kirtland Air Force Base, New Mexico: On February 15, 1950, around 3:30 pm, Military police officers reported observing a round object in the sky near the atomic storage area at Kirtland Air Force Base, Sandia, New Mexico. The officers described the sighting as follows. The UFO was:

1. “round in shape;
2. “like a shooting star;
3. “showing a faint trailing edge;
4. “red and green in color;

An official report was sent to Wright Patterson Air Force Base. The Air Force concluded the object seen was most likely a meteor. However, the Air Force file did not reveal whether any debris from the meteor was recovered from its downward trajectory.[dccxiii]

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Disc zips over Hamilton Army Airfield, California: This next case comes to us from four regional newspapers. On June 21, 1950, three trained Air Force observers in the traffic control tower at Hamilton Field reported they saw a flying disc execute three to five passes over the air base. The observers said the flying object, emitted a thunder like a roar, buzzed the field at an altitude of 2,000 to 5,000 feet.

The control operators said they followed the disc with binoculars and estimated its speed between 1,000 and 1,500 miles per hour.

Cpl, Roger Pryor, control tower operator first spotted the object as it sped across the beacon. At first, he thought it was a falling star, but he changed his mind when the UFO held its altitude, turned and made another pass over the air base.

S/Sgt. Ellis Lorimer and Sgt. Virgil Cappuro, both tower operators, saw the disc in the bright early morning sky. They said the object trailed blue flame behind it like an acetylene torch. High ranking Air Force officers at the base had no comment although a Fourth Air Force intelligence officer questioned the men. The ‘Yuma Daily newspaper’ states: "Air Force headquarters in Washington has steadfastly denied, after a long investigation that flying discs exist." [dccxiv]

The ‘Farmington Daily Times’ shared: “Cpl. Roger G. Pryor a control tower operator, witnessed a blue flame being emitted from the back end of the object. The object had a “roar like thunder” as it dived near a beacon north of the field.” He said:

"I thought it was a falling star, but it didn't fall, It just kept going." [dccxv]

According to the ‘Dallas Morning News’ and ‘Reno Evening Gazette’; the three men were in the control tower and confirmed the sighting around 1:35 am. The observers could not discern the shape in the dark skies. All three witnesses said: "it was not a jet plane." Air Force intelligence officers questioned the three men. Headquarters of the Fourth Air Force had no comment. Major James J. Johnson

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public information officer confirmed no planes were in the area at the time the mystery object was reported.[dccxvi]

Disc reported over Red River Arsenal: On June 27, 1950, around 7:50 am two men driving a Federal truck on Van Buren Street noticed a bright glittering object at the Army's Red River Arsenal, Texarkana, Texas. According to the Air Force report: The object appeared to be: " ….as large as an ordinary dishpan 18 inches wide by 5 inches deep as the dishpan would appear at about 15 feet distance."

The color of the object was "bright aluminum." The UFO appeared to be spherical in shape when first observed, but as it got farther away, the appearance changed to make it look flat on top and bottom and rounded on the sides, similar to two dishpans turned together.

The disc was situated over the gas station near Building G-37 at Red River Arsenal. This building was 1200 feet from the observers. The object gained in luminosity as it passed through clouds but then the luminosity ceased when it came out of the low hanging cloud. The investigator commented the character and integrity of the observers are beyond reproach. It was also mentioned both witnesses are employed by the Arsenal in supervisory capacities. The Air Force concluded this case was "unidentified.[dccxvii]

100 to 200-foot diameter UFO at Portsmouth, New Hampshire: On July 24, 1951, a military witness observed a 100 to 200-foot long cylindrical object over Portsmouth, New Hampshire. The UFO was grayish in color and covered with black dotted spots. The flying object had no exhaust, no trail and had no sound.

The observers saw the object as it disappeared into a cloud bank. A Captain with 4675th Air Base Squadron, Hanscom Air Force Base confirmed the same object being sighted. The speed of the object was between 800 to 1,000 miles per hour traveling from east to west. The Air Force concluded the case was “unidentified.[dccxviii]

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230-foot-wide UFO seen by a person with "Q" clearance, Albuquerque, Sandia Base, New Mexico: On August 21 or 25th, 1951 around 10:58 pm several civilian witnesses reported an unusual object over Albuquerque, Sandia Base, New Mexico. It would be a security guard and his wife who would say that at 10:38 pm a flying wing approached their backyard at 800 to 1,000 feet in altitude. The case file reveals the following facts in the case. The UFO:

1. “had the appearance of the B-49 (the Northern Fly Wing Bomber) but had the wingspan of one to one and a half times that of the Convair B-36. For comparative purposes, the Convair B-36 wingspan is 230 feet. If this device was as wide as what the observer thought, we are talking about a craft that is larger than a football stadium.";
2. “was a chevron shaped flying wing design. The wings appeared in a “swept back” configuration.”; “spread V with wings sloping back at an angle of about 15 degrees.;”
3. “had no fuselage”;
4. “had dark stripes on the underside leading to the trailing edge.;
5. “had six to eight soft lights were visible on the trailing edge of the wings.;
6. “had no known propulsion;
7. “was completely silent.;
8. “traveled between 300 to 400 mph”;
9. “flew between 800 to 1,000 feet in altitude.”

The lights on the craft were:

1. “round, not trailing as in jet aircraft exhausts seen at night.”;
2. “grouped in twos with a larger distance between the pairs than between each one in a pair.”;
3. “white, no red or green lights were visible.”;
4. “made the black stripe along the wing visible.”;

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5. “located in pairs not less than six on each side of the center. Each pair of lights were separated by about eight times the distance between the lights of one pair.”

The Air Force investigation revealed:

1. No unfamiliar aircraft or objects were reported to the tower.
2. The chief witness held a "Q" top secret clearance and mentioned: "there was no audible sound from motors or jets. In fact, the aircraft made no noise that I could hear."
3. The wife of the primary observer revealed the: "aircraft was low enough for the neon and car lights of East Central Avenue to be reflected from it."
4. The husband was a security guard at Sandia Base and was considered "reliable."
5. The Air Force also confirmed the object was not detected on Radar at Kirtland Air Force Base.

The formal report:

“This observation of an assumed unconventional aircraft might be considered significant but for the fact that its sighting can be substantiated by only two witnesses and no other evidence.” This certified copy of the wife’s testimony was given to a Captain and Major James E. Callaway, USAF the husband's sworn statement was also provided to the Air Force. The report was then sent to the Chief of Staff, USAF, Washington with the statement “Investigation of Commercial Air Carriers and Base Operations failed to reveal any aircraft in the vicinity at the time of observation.” The wife observer made a drawing of the craft, which can be found in the file today.[dccxx]

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Figure 22 - B-36 "Convair",[dccxxi]

Remember the B-36 had a wingspan of 230 feet. If this object had a wingspan of 1 to 1and ½ the length of the B-36, it would place the wingspan at 230 feet to 345 feet in length. The U.S. Airforce built several flying wings in the day with propellers attached to the back of the wings. The Luftwaffe in World War II also developed a jet fighter smaller flying wing. Both of these flying wings made substantial noise. Therefore, whatever this thing was, it was not one of ours!

Bolling Air Force Base pilot reports UFO: On November 28, 1951, the following message was sent to military bases near the Pentagon after a USAF pilot Captain Hersberger" made visual contact with a UFO around 7:10 pm.

"At approximately 1910 hours, two pilots on local patrol out of Bolling Air Force Base observed an odd aircraft circling and hovering over Alexandria, Virginia between 1,000 and 6,000 feet.

The craft would go straight up, go straight down and would hover. It was odd shaped, and it glowed making it very visible.

A Teletype message was prepared and forwarded to the following commands: 1) Secretary of Defense HQ Washington (DC); 2) Air Intelligence Officer, Washington (DC); 3) Lowry Flight Center (CO); 4) HQ ADC Ent Air Force Base (CO); and 5) AF Base Commander Bolling Air Force Base, Washington (DC). The Message came from FLT SVC Center Olmsted Air Force Base, PA.[dccxxii]

90-foot UFO over Norwalk, Connecticut Armory: On January 8, 1952, around 5:30 pm, Mrs. Geraldine U. Cook was near the Connecticut Light and Power Gas Company in Norwalk, Connecticut when she witnessed a giant UFO. She looked up and

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saw two lights in the distance to the right of the new hospital. Mrs. Cook advised that she had moved to keep the "thing" in view.

Mrs. Cook stated that, she usually does not wear glasses, but that she happened to be wearing her "rest glasses" which she requires for "close work at Remington Rand." She stated that, at this juncture, she slid the glasses down her nose and peered over them, following the "thing" with her eyes. "It (the object) had fully come to a gradual stop." She then stated that she had seen nothing but the two (2) headlights. The headlights were described as large and emitting a strong brilliance, "like searchlights, only there was no diffusion."

She added that the "ship" flew at a slow speed then travelled across Stevens Avenue, and "hung in mid-air over the Armory building" located at the Southwest corner of Connecticut and Stevens Avenues. Mrs. Cook said: "it's big----terribly big". She could see the "top of the ship" as it traveled across her path." Mrs. Cook remarked:

> **"It's the most beautiful piece of mechanism I had ever seen. It was dome-shaped, perfectly smooth, flat on the bottom, perfectly round on top; it was the color of dull stainless steel. Its height is that of a two (2) family house; as far as its circumference is concerned, it was about eighty (80) or ninety (90) feet wide."**

Mrs. Cook stated she saw the "center of the top of the ship" as it traveled across her path, and that altogether, from the time she first sighted the ship, about eight or nine minutes elapsed. She said that she "watched for five or six minutes" while she was stopped in the middle of the road.

From the "side view," Mrs. Cook stated there was a "beautiful band of white light. "The band of light was about ten (10) feet high from one end of the ship to the other and was horizontal and circumferential. The band was located about ten (10) feet above "the back of the ship, and above the band, there were about another twenty (20) feet to the top of the dome".

She stated that the band was transparent and that she could look at the machinery in the ship. The machinery was in the center of

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the ship, and "reached the very top of the dome."

It was at this point she conveyed: "I would say that about six men could walk shoulder-to-shoulder around the ship between the machinery in the center and the glass encasement on the outer Machinery. For the Air Force file, she drew a picture of the craft. It looks like an upside-down salad bowl, utterly round on top and flat on the bottom.[dccxxiii]

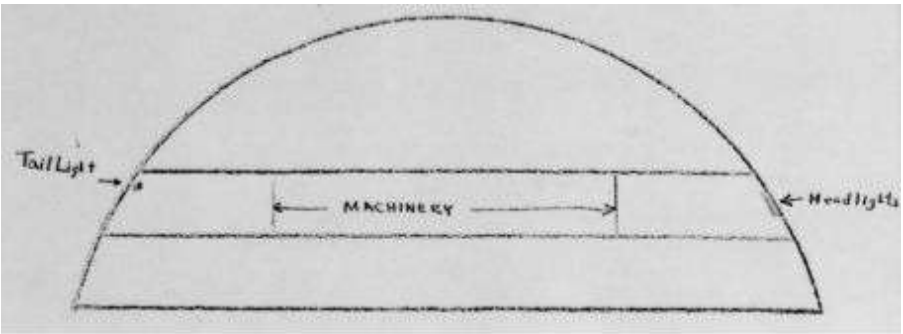

Figure 23 - Drawing from witness of UFO in CT, 1952, [dccxxiv]

600-foot-long Cigar ship reported at Mariana Air Force Base, Arizona: On April 3, 1952, four men at Marana Air Force Base reported a strange oval shaped object near Tucson, Arizona. Mr. C. Logan, a civilian flight commander, described the flying object as five to six times as large as a B-29 Superfortress. Logan said:

> **"It was not like a saucer, but more oblong. I flew as high as I could to 14,000 feet, and it appeared to be at least 40,000 feet higher than that. It was really bright and shone like polished aluminum, I'll tell you. I have been flying for 25 years now, and I have never seen anything like it."**

Officials at Davis Monthan Air Force Base, Tucson confirmed that B-29's, B-50's and B-36's had been flying in the area at the time. Except we all know these planes can fly in packs, they are not linked in any way as one giant aircraft.[dccxxv]

At 8:23 am three civilian Air Force pilot instructors as well as several other witnesses observed an object for 52 minutes. The UFO

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was described as the size of a bright star. In one observer's opinion, it was like polished aluminum. In the words of one witness:

> **“I’ve been flying for 25 years and never saw anything like it, It was weird”.**

The witnesses were on the ground as well as cadets flying in T-6 aircraft. All noted the size did not change or move until it "disappeared" from view. The instructor sat in his cockpit (on the ground) taking fixes with his compass eliminated the possibility of aircraft or balloon as no motion was observed. The Davis-Monthan Air Force Base admitted some B-36’s had been flying in the Benson area at an altitude of 40,000 feet.

Though the Air Force had no proof, the conclusion was the object was considered a "Balloon." This was the classification on the cover card despite the report suggesting this would have been eliminated after several fixes being made on the object with no movement. [dccxxvi]

It is true the three Air Force bombers above could be mistaken for flying cigars at that height, as these ships could reach 50,000 feet in altitude and wings would not be visible. However, none of these ships reach the description of being 5 to 6 times larger than a B-29 as suggested by the observer.

Rectangular UFO with a “V” at Sandia Base, Albuquerque: This next case comes to us from the ‘Albuquerque Tribune’. We were not able to find the evidence in the U.S. Air Force files despite the observer seeing the object near Sandia Base.

On April 23, 1952, Mr. C.H., a Sandia Corp, the engineer reported an unidentified flying object around 10:45 am near Sandia Base. Mr. H. and another associate looked up to see a jet when all of a sudden, they observed a second object that was rectangular in shape. According to the ‘Albuquerque Tribune’; “It was soundless, flat and rectangular wing like object that came streaking through the sky from over Tijeras Canyon. The object was entirely black except for a distinct, bright yellow "V" design on its bottom."

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Mr. H. said: "We could distinguish the color and design very clearly." Having been a former Navy aviation mechanic, he believed the object to be at 2,000 feet traveling between 200 to 400 miles per hour. The rectangle size of the bottom of the object was 60 feet by 20 feet."

"He could not see the thickness of the craft as he was looking up at the bottom of the ship."

He reported the case to the Air Force, and it was given an "unexplainable" title. Being a former skeptic, he became a believer after seeing this object. A drawing of the object is located in the article.[dccxxvii]

U.S. Air Force pilot reports twenty (20) UFOs near New Brighton Arsenal, Minneapolis: On June 6, 1952, twenty flying objects were seen on the west side of the New Brighton Arsenal, Minneapolis. The UFOs were said to be traveling in groups of four or five, with inconsistent spacing. Red and White lights were seen to be in the tail of the objects. Visual observation was from an airborne T-6 plane at 5,000 feet traveling 150 miles per hour.

The pilot Captain Carol J. Michaud USAF had Combat experience on night bombing missions encountering Heavy Anti-aircraft projectiles. He knew what he was looking at. It was not familiar.

A Teletype message was sent to Director of Intelligence HQ, Washington DC, ATIC Wright Patterson Air Force Base (OH), Ent Air Force Base (CO), CADF Kansas City (MO). According to the teletype, the objects were "flatter" than a high-speed shell. No exhaust was seen. The objects traveled 2,000 to 3,000 miles an hour. The pilot attempted to follow the undulating glow in the rear of the UFO.[dccxxviii]

B-29 Air Force Sergeant observes teardrop shaped craft over Kelly Air Force Base, Texas: On June 21, 1952, around 1230 pm T/Sgt. Howard Davis a B-29 flight Engineer, was a passenger in an aircraft passing over Kelly Air Force Base Texas when he

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witnessed an arrow-shaped craft. He estimated the ship to be 3 ½ feet long and 3 feet across. The object had a dark blue center, and was banded, by a white circle with the outer edge being red.

The object appeared "flat." A trail of reddish sparks and streaks of light beginning 3 feet behind the craft was observed. No sound was heard coming from the strange machine. The object then made a vertical decent estimated at 500 feet off the aircraft wing. The Air Force concluded this was an "Unknown Object.[dccxxix]

According to Captain Collie preparing the report, this was the second sighting in the San Antonio area within the month. A drawing in the file revealed the shape.[dccxxx]

Air Force officers at Andrews report UFO at Patuxent River, Maryland: On June 21, 1952, two Air Force officers from Andrews Air Force Base were fishing in the Patuxent River when they witnessed a UFO. The Security Squadron officers reported the object to proper channels. The UFO was a greenish – white tear shaped craft traveling from NE to SW and passed by before disappearing. No sound was heard during the sighting.

A Teletype message went to ENT Air Force Base (CO), ATIC Wright Patterson Air Force Base (OH) indicating facts of the sighting. The Air Force concluded the observer most likely witnessed a meteor. [dccxxxi]

60-foot diameter UFO hovering near Air Force Station, Rockville, Indiana: On July 21, 1952, three airmen at an Air Force station observed a triangular shaped UFO the size of a C-47 over Rockville, Indiana. The object was aluminum in color with a triangular fin or rudder. No trail or exhaust was seen, and no sound was heard. The means of propulsion was unknown. It maintained a level flight but hovered at one spot. The entire viewing time was 3 minutes while heading northeast.

The observers were on the ground the entire time of the experience. The observers stated upon reaching within one and a half miles of the station the object ceased forward motion and hovered for one-half minutes. It then moved off north and

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disappeared. The object was at an altitude between 500 and 1,000 feet. A Teletype message was prepared for HQ USAF Washington (DC), Wright Patterson Air Force Base (OH), ENT Air Force Base (CO), 30th Air Division Defense Willow Run Belleville (MI). The Air Force concluded the object was "Unknown." [dccxxxii]

The C-47 was 64 feet long with a wingspan of 96 feet. This would mean the object was over 60 feet in diameter.

Six Air Force airmen report blue sphere-shaped UFO at San Marcos Air Force Base, Texas: On July 21, 1952, at around 10:40 pm a total of six airmen watched an object hover, then burst to sonic speed over San Marcos Air Force Base, Texas. Chester B. Beattie, 2nd Lt USAF Intelligence Officer, prepared the eyewitness report. The object was described as a "perfect circle" giving off a brilliant blue-white light leaving a trail of blue light. No sound was audible, and no analysis could be determined by the propulsion system.

The speed of the object ranged drastically from a stand-still "hover" to "sonic." The object changed directions in flight rapidly and disappeared. One of the officers witnessed the object from his car window. The object was similar in shape to that of a full moon. He estimated the "thing" was hovering at 1,000 feet in altitude. The object then rose to 15,000 to 20,000 feet and leveled off smoothly like an aircraft. The Air Force concluded this case as "Other." Though no description was given as to what "other" meant.[dccxxxiii]

Figure 24 - Typical Blue Sphere-shaped UFO

Five Airmen report UFO between Martin Dale and Maxwell, Texas: Around 10:40 pm on July 22, 1952, four air police officers and a staff sergeant, reported seeing an unidentified flying object between Martin Dale and Maxwell Texas. The unidentified object appeared at

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an altitude of 8,000 feet then climbed rapidly at a 45-degree angle to 14,000 feet coming to a complete stop to hover for one minute.

The observers reported that while the object was at 8,000 feet, it appeared to be "bluish green" in color, then as it rose to the higher altitude of 14,000 feet, it turned to the color "red."

While it hovered, the object turned to the color "blue." A Teletype message of this case was prepared at San Marcos Air Force Base (TX) and forward to the following commands: 1) Director of Intelligence, HQ, Washington (DC); 2) Air Technology Center, Wright Patterson Air Force Base OH); 3) Commanding General, Ent Air Force Base (CO); 4) Commanding General APRC Scott Air Force Base (IL); and 5) Commanding General, Connally Air Force Base (TX).[dccxxxiv]

Air Force reports UFO traveling at supersonic speed: At 10:00 am on August 1, 1952 service Air Force security teams observed a white disc at 2,500 feet over Brooks Air Force Base, Texas. The case file reveals the UFO:

1. "was traveling at a supersonic speed";
2. “was headed in a west-southwest direction on a straight and horizontal plane”;
3. “was metallic or white in color”;
4. "had a disc-like shape with a width of 6 to 1 ratio";
5. “had no Protuberances”;
6. “had no wings, no tail surfaces”;
7. “had no trail or exhaust.”

A report of the case was sent from Brooks Air Force Base to the Director of Intelligence, USAF at Washington, DC. The Air Force concluded this observation was most likely a "probable balloon. [dccxxxv] I wonder: “ever seen balloon travel at supersonic speeds?”

UFOs at Kirtland Air Force Base: Around 10:00 pm on August 3, 1952, three oblong translucent objects flew over Kirtland

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Air Force Base, in an inverted “V” formation. The Casefile reveals the UFOs:

1. “produced no exhaust”;
2. “emitted no sound”;
3. “had no source of propulsion”;
4. "had the shape of a flying "plate" (e.g., disc)";
5. “appeared to “tumble” as they moved.”

The witness, an engineer for the CAAINSAC Station, said he watched the three objects for nine minutes. The Air Force could not conclude the case based on "insufficient data for evaluation." [dccxxxvi]

This case was missing essential facts. For one, there was no report in the file. Either the evaluation was not performed, or specific information in the file was removed for National Security reasons. The same “tumbling” motion was seen by Gemini and Apollo Astronauts during space missions when such objects appeared outside their space capsule windows.

Air Force F-86 jets chase UFOs at Hamilton Air Force Base, California: The following case does not appear in Project Blue Book under Hamilton Air Force Base or Mojave, California. Since the Air Force commented on the case in the local paper and launched several jets, I have come to believe this case is most likely "classified Top Secret." We obtain the information on this case from the ‘Reno Evening Gazette’;

On "August 3, 1952, around 4:30 pm Lt. B.A. Swinley a pilot at Hamilton Air Force Base was off-duty when he spotted eight round, and silver, "definitely physical" objects west of the coast."

“Swinley estimated their altitude between 15,000 and 20,000 feet and their speed at 400 miles per hour.” “He said they flew first in an irregular diamond formation, then they all shifted until they were strung out in a line.”

“The Air Force responded by saying the mysterious round object reported at 4:27 pm by observers at Willits and Fort Bragg could have been a weather balloon.”

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“Around 6:00 pm F-86 Jets were launched from a base in response to ground observer filter center reports of unidentified objects.”[dccxxxvii]

Continuation of above case

The ‘Nevada State Journal’ shares the Air Force sent up three jets to pursue red objects, moving in a pendulum fashion over the Mojave Desert.

“The orders for the planes came after reports from the Civil Aeronautics Authority and the Sheriff's department gave the word to their Air Force contacts.”

“Don Benson and Ray Hollingsworth, two CAA Airways specialists on duty at Palmdale airport, said they spotted a “brilliant red light” overhead near midnight. It remained in one spot for more than 30 minutes – then disappeared, they said.”

Mr. J.B. Warden for the “State Fish and Game Commission, notified Lancaster Sheriff’s station about the same hour that he saw two reddish objects moving about 15 degrees above the horizon.”

Another witness "described the objects as "cooperative saucers," saying one descended slowly before disappearing "like a big mechanical bird" while the other remained stationary about 15 minutes, then "swung like a pendulum across the sky." Traveling east to west."

"Three other reports from Los Angeles said the object had a "brilliant and bright like polished metal," while another said it appeared to be a "bright, orange colored thing.[dccxxxviii]

100-foot UFO hovers over Davis Monthan Air Force Base: The following case comes to us from the Air Force files and the ‘Tucson Daily Citizen Arizona Star newspaper’. On August 6, 1952, around 8:30 pm a C-47 military plane chased an unidentified bright object. The Air Intelligence report provides the following facts on this encounter.

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1. The Air Traffic Controller tower operators sighted a brilliant round object appearing three (3) miles southeast of Davis Monthan Air Force Base. The UFO was at five thousand (5,000) feet.
2. The object seemed to be climbing at an inestimable rate of speed.
3. It then flew towards Davis Monthan Air Force Base and when over the base at 15,000 feet, it became stationary. It remains in this hovering position for 10 minutes.
4. It then moved off towards the northwest picking up speed, and it disappeared.
5. The tower then sent out a blanket call over Brave Channel to any aircraft in the vicinity for confirmation of the sighting. A C-47 from Williams Air Force Base responded and altered its course.
6. The pilot once at the location confirmed the UFO at 17,000 feet and was a brilliant light about the size of his aircraft (C-47).
7. The C-47 then turned the plane to pursue the UFO but lost sight of it. Then when over Red Rock Canyon, he contacted the DMAFS tower to alert them he found the UFO again. This time the UFO was in the Chandler, Arizona Area heading to Tucson.
8. The pilot of the C-47 confirmed to the tower, the object he saw “was not an airplane, was spherical in shape, had no projections and emitted no exhaust trail.” This description confirmed the impressions of the David-Monthan Control tower operators.

Despite the above confirmation, the Air Force concluded all witnesses observed a "Probable Balloon.[dccxxxix]

Kelly Air Force Base records two visits from UFOs:

This next case comes to us from Project Blue Book:

Aerial Visitor 1:

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On August 14, 1952 around 11:10 am an oval-shaped object, soared over Kelly Air Force Base in a straight line. Two Master Sergeants and two Staff Sergeants, aircraft mechanics assigned to the 75th Air Defense Wing at Kelly Air Force Base were reclining on some grass during their lunch hour when the creamy-colored UFO zipped over at an estimated 600 mph.

The oval object, glowing white in color appeared to be one-third the size of a B-36 bomber. Air Force files reveal the object flew between 5 and 750 miles an hour at an altitude range between 5,000 and 7,000 feet. According to the interrogation of the witnesses, the object emitted no trail or exhaust, and it had aerodynamic features.

Minutes later a B-36 passed over, and the 90-foot bomber seemed to be at the same altitude offering a chance to guess the UFOs diameter. The object then flew beyond the range of vision. The Air Force concluded this sighting was a possible "balloon.[dccxl]

Aerial Visitor 2:

At 3:45 pm, seven Air Force employees were at the end of runway 9-27, Kelly Air Force Base, Texas, when they witnessed a UFO. The files indicated that the object traveled more than 1500 miles per hour at an estimated altitude of 30,000 feet. The overall maneuvers of the object consisted of slow turns and reversing direction.

In the sworn file statements, the following was shared: "The Compass Rose at Kelly AF Base is frequently used to swing the compasses on B-36 aircraft. The Compass is located on flat open terrain affording an unobstructed view of the sky making it easy to spot any unusual phenomenon". "Seven of us were waiting in the parts shack at the Compass Rose for another aircraft to swing its compass when one of the employees pointed outside and said: 'Look!'"

> **“A round object had appeared about one-half mile due north of us at about an estimated 20,000 feet and was traveling at a rather fast rate of speed due west. The craft**

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was very easily spotted as it moved through the sky. Gradually it started a left climbing turn and continued this until it had completed a 180-degree turn and was heading back due east at about 30,000 feet. We watched it go behind a small cloud and disappear."

"While we were discussing the thing, it reappeared, and again it was traveling about as before, due west and again at about 30,000 feet. It was at this time that we reported the object to the Kelly Control Tower, giving it approximate location and altitude. For several minutes, the object would appear for a short while then disappear into space gradually growing smaller and dimmer with distance. Each appearance would be in the same general vicinity but at a different spot."

"The last time we saw it, the thing appeared almost directly overhead and was traveling faster than ever toward the north where it finally pulled away. So far as we could tell, it must have moved at about 1500 mph and executed maneuvers with the greatest of ease; however, it did not hover or perform any sharp maneuvers such as radical direction changes or quick zig-zags." The Air Force concluded this sighting was a possible "balloon.[dccxli]

Two 20-foot diameter discs over Defense Supply Center, Virginia: On February 10, 1953, around 6:15 am four persons at the Richmond Virginia Quartermasters Depot (Defense Supply Center) observed two 20-foot diameter crafts.

Guard 1 Witness account:

Charles Camp, a civilian guard, was interviewed and reported the following: At 6:15 am he was near Warehouse 131 at the southeast section of the Depot, in his vehicle when he saw two objects approaching his location. These two objects were:

1. "at 400 feet altitude";
2. "circular in shape";

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3. “approximately 20 feet in diameter”;
4. “appearing luminous”;
5. “colored orange in the center and blue at the edge”;
6. “the approximate color of a fluorescent lamp”;
7. “emitting no sounds”;
8. “observed for approximately five minutes.”

These objects passed directly over the guard’s head proceeding southwest at a 'slow speed.' They then hovered over a 75-foot water tower located at the southwest end of the depot and Camp described them as 'playing like puppets on a string.” Shortly after that, the objects disappeared over the horizon in the vicinity of Warehouse 44, which is located approximately 160 feet south of the water tower.

Camp then proceeded to 8th street in the vicinity when the objects disappeared, at which time the objects reappeared and moved in a westerly direction turned north towards him and then reversed themselves and proceeded out of sight toward the south, traveling at a 'tremendous rate of speed.'

Guard 2 Witness account:

Jessie E. Kent another guard reported: “he was at the dam located approximately two miles northeast of the Richmond Quartermaster Depot.

While standing on the dam, Kent observed two yellowish colored flat circular objects over the water at an altitude of approximately 150 feet.

The objects emitted no sound and were hovering over the water moving around and about each other.

Kent stated that he thought that they were going to land in the water. After approximately two minutes the objects went straight up into the air and disappeared from sight moving vertically at an extremely rapid rate of speed. Kent stated that the objects were clearly visible to him; that they were approximately 20-25 feet in diameter and that there were no openings visible on the objects."

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Guards 3 and 4 witnessed account:

Two other guards were also interviewed by Harry L. Derr (at the main gate) and Carlisle E. Fields. Mr. Derr shared: "while at the main entrance of the Richmond Quartermaster Depot, he observed two objects or lights approaching him from the northeast at a distance of 1 and ½ miles, at an altitude of approximately 1,000 feet and about 200 feet apart. The objects passed over the Elk Pasture approximately 500 feet south of the main gate.

At this point, the objects passed out of Derr's line of vision. Derr stated that he has spent considerable time in the vicinity of airports and that he is confident that three lights were no navigation lights, landing lights or any other type of light that he has observed on conventional aircraft.

Derr stated that the objects or lights were circular in shape, yellowish in color and that the objects did not emit a beam of light. Derr noted that from his vantage point, the light appeared approximately 18 inches in diameter." Mr. Fields report was similar to the other three witnesses. The Air Force stated all four witnesses were reliable, intelligent, sober and familiar with conventional aircraft. [dccxlii]

UFOs tracked on radar over aircraft plant at Fort Worth: On February 13, 1953, at 2:35 am in the morning a third shift worker at the Convair Aircraft Plant, reported discs appearing over the plant at Fort Worth, Texas. The Air Force file notes read as follows: "A civilian observed three very bright lights traveling across the sky over Fort Worth, Texas."

"The weather was clear and calm. These unidentified objects were traveling from east-southeast toward the observer at a moderate rate of speed (cruising speed of an F-86). The three lights had the same intensity as the rotating beacon at Carswell Air Force Base. All three lights were of similar intensity, and white in color except the center light which was bluish-green". The Facts on the UFOs are as follows:

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1. "the lights were observed for 10-15 minutes until disappearing out of sight";
2. “the lights were first observed approximately 500 feet apart”;
3. “appeared stacked in a vertical echelon”;
4. “one light suddenly accelerated a distance of 1,500 feet and came to a complete stop.”

In sequence, the other two lights duplicated this maneuver. After assuming the original formation, these lights repeated the same maneuver only ending up in horizontal echelon. These maneuvers appeared to take place over a distance of two miles and at an altitude at or below 4,000 feet. After the three lights came to a stand-still in a third maneuver they were arranged in a vertical echelon; then with the center light acting as a pivot the two, exterior lights maneuvered in a swinging motion resembling the motion of a kite's tail.

The lights were next observed in a steep climb and attained an altitude of approximately 20,000 feet very rapidly." It was then a radar technician picked up two objects in the tail radarscope of a B-36 aircraft. This case was unusual in that besides the original observer over eight others confirmed the sighting. The Air Force analyst concluded that the cause of the sighting was most likely another aircraft. The report went on to state the real reason for the sighting was caused by possible ground clutter and an F-86. [dccxliii]

It was also noted the radar data in the report from Carswell Air Force Base was not sufficient for analysis purposes. The Air Force stated: there was no indication that the targets seen on the radar set were moving targets. The blip disappeared into the noise of the scope. Radar operators on another aircraft attempted to pick up the objects on another scope but failed. In this case, we have nine witnesses to an event that was clearly unnatural and unexpected.

One wonders if there is more to the story than a radarscope spotting several objects. For instance, we have ground observers seeing the entire display, then we have technicians picking up the objects on radar. If the objects were observed with the naked eye, and they did not look like planes, why then did the Air Force not conclude this was an "unknown"?

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UFOs “Zig-Zag” and come to stop over Sandia Base, New Mexico: On May 5, 1954, around 11:00 am two men working on a survey team reported a strange flying craft zigzagging in the sky, which then came to a complete stop over Sandia Base, New Mexico. The men watched as the object shot straight up and disappeared. Three minutes later the observers reportedly heard jet engines taking off from Kirtland Air Force Base, New Mexico and believed the planes were in pursuit of the object.

According to the ‘Albuquerque Journal’, Captain Charles DeWeese stated the planes were in the area at 9:30 am for practice runs and 2:40 pm for a photo practice mission.[dccxliv]

The Air Force denied its planes were responding as "chasers" at the time the saucer was spotted. DeWeese believed the two men witnessed a derelict flight in the area or another aircraft from other units coming in for a landing.

To play down the military Jet UFO chases the Air Force would use the term "practice runs" as a cover story during the UFO pursuit. In 1954, The U.S. Military did not have a jet that would fly purposely in a zigzag fashion and come to a complete stop. The British were working on vertical lift capability in 1954. However, this case occurred a few years before such jets were finalized for production.

Perhaps the most telling feature of the above UFO case is the fact “it” stopped over a secret installation facility at Sandia.

Box shaped UFO reported over New Baden, Illinois: Box-shaped UFOs are extremely rare and very few have been reported historically. On September 18, 1954, around daylight, a senior Electrical Base Engineer from Scott Air Force Base said he witnessed a box-shaped UFO over New Baden, Illinois. The observer was fishing (casting for Bass) near a lake. When he decidedly looked up, he saw this strange object hovering nearby.

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THE FLYING BOX (RECTANGLE) - VERY RARE
SEEN IN CONNECTICUT IN 2011 AND ILLINOIS 1954

He describes the UFO as follows:

1. "The object appeared to be flying between trees"
2. It was a “rectangular box”;
3. It appeared to be the “the size of an automobile”;
4. It had “squared off without bumpers”;
5. It had "lights with a red and pinkish glow in the upper left-hand corner and a green and blue glow from the rest of the body with the brightness of the fluorescent light."

The file lacked the observers handwritten notes and final Air Force report with interrogation details. A Teletype report went to the Commander AD ENT Air Force Base (CO), ATIC Wright Patterson Air Force Base (OH), Director of Intelligence USAF Washington (DC), Commander TTAF Gulfport (MISS) and the Commander ATRC Scott Air Force Base (ILL). The Air Force could not conclude the case based on "insufficient data for evaluation." [dccxlv]

A cigar ship at Lake Charles Air Force Base tower: On September 26, 1954, Colonel George D. Campbell reported a strange unidentified flying object at Beaumont Texas. The case file reveals several other witnesses confirmed seeing the same UFO at the same time at the Lake Charles Air Force Base tower. The object at first appeared to be a very bright star that did not seem to be moving. It then began moving west-southwest at 6,000-8,000 feet and looked

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like a cigar. According to the observers, the UFO had the following characteristics:

1. It had “bright lights, brighter than cabin lights”;
2. It had “no running lights, exhaust flame or visible wings”;
3. The object “looked like a fuselage that was followed by a dark space”;
4. The “rear lighted section was shorter than the front”;
5. The object had “several rectangular windows in a row”;
6. The object “emitted no sound”;
7. The object “traveled on a level path and then disappeared rapidly.”

A Teletype message was sent to the following commands: 1) Ent Air Force Base (CO); 2) JESDB / COMDR 35th Air Div. Dobbins Air Force Base (GA); 3) Wright Patterson Air Force Base (OH); and 4) HQ / COFS USAF Washington (DC). The Air Force stated its conclusion as a "possible aircraft.[dccxlvi]

UFO drops over the sensitive area of Gray Air Force Base: This next report is tied to the Killeen cases mentioned in this book. On November 14, 1954, three military policemen observed a dark brown sphere, the size of a washtub, drop out of the daytime sky over the Killeen Army section "Danger Area 343", Fort Hood, Killeen, Texas. The observers in this UFO report shared the object:

1. was “spherical in shape”;
2. was “about the size of a washtub at a distance of 250 to 300 yards”;
3. “was dark brown in color”;
4. “had no propulsion system”;
5. “emitted no noise (silent)”
6. "left no trail or exhaust in its wake."
7. “was seen for 2 and ½ minutes.”

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The chief observer discredited the possibility of the object being a balloon as the UFO would have been punctured upon contact with the earth and the final trajectory upon ascent and departure from the area.

The object ascended in a near vertical climb, about 75 to 80 degrees above the horizontal plane, then it disappeared at a very rapid rate on a straight trajectory to the Southwest on the horizontal plane.

The Air Force report also states: "the preparing officer advanced the theory that the balloon-like object might be a weather balloon released from another area. The observer was shown a weather balloon, and he stated the colors were not similar. He stated further that the object disappeared so fast that it diminished in size from that of a washtub to a mere speck in approximately one minute".

Furthermore, it was shared the existing winds would not provide the propulsion needed for that escape velocity. Major Roy L. DeRose, Actg Chief, Collection Division, Directorate of Intelligence at SAC, Offutt Air Force Base (NE) prepared the final reports and forwarded it to the Commander Air Technical Intelligence Center, Wright Patterson Air Force Base (OH). The Air Force concluded this object was a "possible balloon.[dccxlvii]

If one reads the comments above – this was no balloon event.

Holloman Air Force base employees watched UFO take off: The following USAF UFO case is not in Project Blue Book. It is believed this case remains classified “Top Secret” today in some Government archive. We are thankful several local newspapers and the research group APRO, that provides us with the information below.

Around 6:35 am on November 29, 1956, a base employee waiting for a bus to Holloman Air Force Base reported seeing a big fluorescent object hovering over the Holloman Air development center. According to the observer:

"It was like nothing I'd ever seen before. It was a big object and had a fluorescent glow in a light moon yellow

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hue. It seemed to start up slowly from ground level, then travel up very fast, then slow down again and so on until it disappeared to the north."

“A few minutes later (6:40 am) a classified missile was fired at HADC. Air Force Public Information officials were quoted as saying they presumed the flying saucer was seen several minutes before the launch was most likely a missile.”

The fact the witness observed the UFO ten minutes before the launch of the missile indicates this case could be about a UFO “investigating our missile launch capabilities” as USAF Edward Ruppelt indicated earlier.[dccxlviii]

The ‘Albuquerque Journal’ shared a female witness said: "it looked as if the object, which was described as large and "disk-shaped", proceeded on a "stair-stepping" course, rising for a time, then traveling ahead, then going upward." This witness said the sighting occurred at 6:35 am. A total of 5 minutes before the launch of a rocket at White Sands.[dccxlix]

The APRO Research group reported that at 6:35 am four people were waiting for a ride to work at Holloman Air Force Base in Alamogordo. The UFO was:

1. “six times the size of Venus”;
2. "disc-shaped";
3. “moon colored”; and
4. "appeared near or over Holloman."

Additional Facts: “the object was first observed near the ground, then started to ascend, leveled off, the began to ascend again, leveled off and repeated the same over until it disappeared. The observation took three minutes.” [dccl]

If such object was seen visually, or on radarscopes over Holloman, it is very likely this case, and its contents had to be classified for National Security concerns. If classified, the military

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report would have been reported through the second reporting channel that General C.H. Bolender acknowledged in his 1969 memo.

Such an unusual craft landing or taking off before a classified rocket launch, would be perceived as a national threat. If viewed as a national threat, the case would have been "classified."

Furthermore, since all U.S. AEC facilities and Military installations at the time had sophisticated camera's tracking UFOs, any photographs of this UFO would also be locked away in secret files away from the public.

The question I am asking, is why keep this file a secret after 62 years? If the cold war is over, and we know this event happened, whats the big deal?

UFO reported over Kelly Air Force Base, Texas: Case Mislabeled: On September 2, 1957, around 10:00 pm an Airman 1st class assigned to the 1700th Air Transport Group and a secondary witness observed a UFO at Kelly Air Force Base, San Antonio. The witnesses shared the UFO:

1. “was round and bright”;
2. “was the size of a quarter at arm's length.”;
3. “hovered in the sky”;
4. “glowed from five or six points then went from bright to dull several times”;
5. “was seen for 20 minutes”;
6. “then left moving in a straight course to the southwest.”

The Air Force concluded the sighting was caused by the planet "Venus." Major J. G. Davis at SAAMA, Kelly Air Force Base, Texas prepared The Air Intelligence Information Report.[dccli]

This case appears to be classified in error: Though Venus would appear to remain constant in one position for several minutes, it would not appear continuous for 20 minutes given the earth's rotation. Venus would not suddenly move in a straight course to the southwest after looking stationary. This case should have been

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classified: "Unknown," "Unidentified" or "insufficient data for evaluation."

40-foot cigar ship investigates Aberdeen Missile Grounds: This following case comes to us from an article in a USAF project blue book file. The article is “The Holly River Sighting” by Hank Mollohan as told to Gary Barker, Flying Saucer.

On November 1957 around 4:30 to 5:00 pm Hank Holloman and several other hunters observed a UFO while looking towards the nearby mountains at Sutton, West Virginia.

Gary Barker, a columnist, drove to Sutton West Virginia to obtain the story of several hunters who observed a giant UFO. The story was then shared on Radio Station WCHS in Charleston (WV).

Here is the story as he interviewed Hank Holloman and can be found in the Project Blue Book file. The Facts in this incident are as follows. The UFO:

1. appeared “to be 40 feet long, more or less in the shape of a hot dog bun”;
2. had "portholes around each side"; He said: "I'd say half a dozen on each side”;
3. had “fire coming out of these portholes”;
4. “would swing”:

When asked how many witnesses saw this craft he mentioned eight names: Himself, His son and his son’s wife, Initials: W.K.; O.M.; E.M.; and several others. Barker then asked Holloman several questions:

Question 1: "Did it appear to be cigar-shaped?"
Response: “That’s’ right, similar to a cigar.”

Question 2: “Did you hear any noise?”
Response: "No, I didn't hear any noise."

Question 3: “Could you see anything after it landed?

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Response: "We could see movement, and it looked like people were working around it. It was getting dark then, and the shade was coming over it, and we couldn't see very good."

<u>Question 4</u>: When you saw this thing land, what was your impression that it was?

Response: "I thought it was something from the United States, maybe Army or Navy. There are so many experimental things."

<u>Question 5</u>: "Did it seem to glow?"

Response: "No, only when the sun glinted on it."

<u>Question 6</u>: "Did it appear metallic?"

Response: "Yes"

Mr. Holloman shared with Barker the following:

1. They "were on the porch with a telescope and viewed the object with his hunting companions." "It looked to me just like it was pointed off like a cigar at both ends, and it looked like there was a division right through the middle of it, with as much white down here as there was above. And I couldn't see any wings, myself".
2. "Yes, smoke and fire. Kind of blue smoke looked to me like – the best I could tell, and, then like a red blaze of fire would fly-like they were having trouble with it or something."
3. "And it backed up, and it backed out, and he came back again like he was trying to get down in there, and he made a third attempt to come down in the woods right on top of that ridge."

"When asked if he called the police, they said no they did not as people would think they were crazy. But then stated they thought

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about it and drove to Gassaway to report the incident to a State Policeman and another man called Rodney Belknap."[dcclii]

UFO executes "U-turn" over Scott Air Force Base: On November 24 or 25th, 1957 around 6:10 pm three military observers reported a round reddish object fly over Scott Air Force Base. The observers were airmen and the Tactical Instructor in the Communications School at Scott Air Force Base. The case file shares the following facts. The UFO was:

1. "heading east until it reached midpoint over the base then made a U-Turn and headed back to the west";
2. "the size of a golf ball or tennis ball at arms-length";
3. "observed for six to eight minutes."

A report was prepared and forwarded to the Commander at ADC ENT Air Force Base (CO). The Air Force concluded the officers most likely witnessed a "probable aircraft," though the report states: "No local aircraft were flying" as far as the military was concerned." Further notes indicate the file was incomplete: [dccliii]

Scott Air Force Base is a massive military installation. It has highly classified operations and is doubtful its airspace would have been violated by any civilian or military vehicle unless tracked and authorized. The fact the object was unidentified and executed a "U-turn" suggest the UFO was not a plane or balloon. This case should have been classified as "unknown."

Holloman Air Force Base Missile range engineer reports discs: This next case comes to us from four different sources, regional newspapers and the 'APRO Bulletin'. Together we get a good idea of what happened on August 8th.

Like many spectacular UFO witnesses working for the U.S. government, this particular case cannot be corroborated as no declassified US Air Force file exists. If a file does exist it is not in the declassified Project Blue Book files and most likely remains a classified case today.

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On August 8, 1958, between 11:00 pm and 11:20 pm a Holloman Air Force Base engineer reported seeing several elusive, glowing objects over the world's most massive missile range. The engineer, remaining anonymous said:

1. "I can understand why anyone seeing such a thing would hesitate to report it." "It was phantom-like, going though elusive maneuvers like quick-silver."
2. "I was watching a shooting star when another solid object, not a star, appeared following the trajectory of the star I had just seen."
3. 'The second object was not traveling at a downward angle as the star had been but was ahead of it in a straight-line trajectory."

"It seemed to be traveling at superhuman speed and making maneuvers that no aircraft could withstand. It was neither an aircraft, weather balloon, nor bird of any kind of natural phenomenon, I've ever seen or heard of. It was incredible".[dccliv]

Several other people came forward to report additional objects seen over Holloman. One US Army officer reported he and his wife watched nine silent objects in flight. Another service couple reported seeing ten UFOs on US 70-54. The couple said the objects were moving across the missile range. They did not travel downward as would a meteor but kept a straight course. One object reportedly veered away from the others heading south. The object appeared to be displaying various colors ranging from white to a deep orange-red. At the same time, an Alamogordo radio announcer checked the missile range and determined no aircraft, rockets or balloon activity had occurred since 7:00 pm that evening.[dcclv]

About a dozen people from Holloman Air Force Base came forward (including an AF engineer) stating they witnessed yellow-

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amber lights flying at high speeds in all directions over the city (Alamogordo). According to the 'UFO Investigator', the engineer said:

> **"I can understand why anyone seeing such a thing would hesitate to report it… It was incredible. The object was solid and made maneuvers that no aircraft could withstand."**

The Investigator stated local airports reported no balloons or planes were up at the time of the sighting.[dcclvi]

August 8, 1958, around 10:10 pm a staff sergeant from the Holloman Air Force Missile Development Center witnessed a box-shaped formation of disc-like objects flying low over Albuquerque in a southwesterly direction. The person reporting the incident stated he wanted his name to remain confidential however said the formation had 30 to 40 objects. He saw this display while standing on the corner of 1st street and Pennsylvania Ave. The objects traveling in a "box-shaped" formation headed from the northwest to the southeast.

These objects were luminescent (giving off their own light). The witness shared he noted no sound or contrails came from the objects, but that they were all oval shaped. The group of oval UFOs passed low over the town and the city lights reflected off their pearly colored surfaces. After crossing to the southeast of Alamogordo, they assumed their pearl-like colored glow. APRO stated the observer was engaged in research at Holloman and was qualified as an aerial observer. [dcclvii]

Rocket engineers report a fleet of ten UFOs at White Sands: In a continuation of the above case, we found other evidence of witnesses coming forward on the large numbers of UFOs at White Sands.

The following UFO case comes from a one-page document found buried in a 1957 Air Force file regarding the photograph of a UFO that occurred the year before. This case occurred on August 9, 1958, on a Friday evening at 10:30 pm. A Rocket engineer at White Sands Proving Grounds reported a group of unidentified flying objects

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near the Alamogordo missile testing Center while, at the same time, another group of witnesses said the same cluster of lights.

The engineer stated he witnessed several objects appearing yellowish in color heading southwest toward the testing center at an altitude of 10,000 feet. Airports in the area confirmed no military or civilian craft were in the area at the time and no weather balloons or rocket launches occurred. Nine persons seeing the object at the same time confirmed the sighting. One employee at the Alamogordo School System stated: "I wouldn't have believed it if I hadn't seen it himself."

The witness's 20-year-old daughter stated: "It looked like dozens of stars all in a cluster, weaving in and out of the clouds. It moved toward the mountains to the east, then seemed to break into two or separate. One went southwest, the other to the northeast". A 21-year-old electronic engineer stated the objects: "seemed to be traveling at superhuman speeds and making maneuvers no aircraft could withstand." [dcclviii]

Couple watch UFO descend at Holloman Air Force Base missile range, New Mexico: This next case comes to us from the 'APRO Bulletin'. Around 10:00 pm on July 14, 1959, an Air Force Sergeant and his wife observed a UFO near the Holloman Air Force Base missile range. As the two observers looked towards the West, they noticed three white lights in a massive dust storm. Both the Sergeant and his wife assumed the object was a plane coming in for a landing. He believed the aircraft was in trouble. According to the case file, the UFO:

1. had a "middle light that was steady, while the outer lights were wobbling";
2. appeared "to hover for fifteen minutes," when overhead;
3. emitted "no engine noise";
4. "flew quite slow on a west to east path";
5. did not have the correct colors "for conventional aircraft."

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As the object approached overhead, the couple realized they did not see a plane but some "strange object." It then turned north into the 30 to 35 mph winds and disappeared slowly ascending into the sky. The Sergeant was a 12-year veteran with the Air Force and admitted it was not a helicopter.[dcclix]

1200-foot diameter UFO at ordnance factory in Wales: We learn of this next case in 'Flying Saucer Review'. On February 8, 1960 process workers at the Royal Ordnance Factory at Pembrey in Wales observed a UFO. The Facts on this case reveal."

1. "it was the most astonishing thing I have ever seen";
2. "I would say it was about 3,000 feet up and measured as much as 400 yards (1200 feet across)";
3. "the disc was spinning continuously";
4. "one moment it was gold, then it changed to white, and then back to gold again";
5. "dozens of other employees also saw it";
6. "a photograph of it. It shows a circle of white light silhouetted against the sky." [dcclx]

UFO passes over B-52 parked at Biggs Air Force Base: On March 25, 1960, three military officers assigned to the 95th Combat Defense Squadron observed a UFO pass within (8) eight feet of a parked B-52. The witnesses were standing on the guard ramp at Biggs Air Force Base when the incident occurred. The object was described as being round with an estimated size of a half dollar held at arm's length. Another observer said the craft passed over his head and he determined the size to be that of a basketball held at arm's length. The witnesses shared the UFO:

1. "glowed bluish white";
2. "was moving fast";
3. "appeared to have holes on its side";
4. "produced no trail or exhaust";

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5. “had no discernable features”;
6. “emitted a sound like that of a whirling child’s top”; (humming)
7. “descended at ten degrees, passed over the fuselage of the parked B-52 and “then started climbing upward at a 35-degree angle”;
8. “was within 8 feet of the B-52”;
9. "disappeared almost instantaneously."

The Air Force interrogator agreed the witnesses were considered reliable in their statements and by their own superiors. The file also contained the following statement: “Weather conditions coupled with the apparent lack of aircraft, missile or balloon activity, tends to substantiate the statements of the observers. The investigation officer was present at the scene of the sighting with a matter of a few minutes of the incident and personally observed the conditions”.

A Teletype of the sighting was prepared and sent to the following commands: 1) ADC Ent Air Force Base (CO); 2) ADIV 33 Oklahoma City Air Force Station; 3) ATIC Wright Patterson Air Force Base Ohio; 4) HQ USAF, AFCIN (DC); and 5) SAFIS (DC). The Air Force concluded the object must have been a "meteor." [dcclxi]

In evaluating this case, my thoughts would be to ask the interrogator, how many times have we (The Air Force) tracked Meteors descending toward the ground that then go back up into the sky?

Saucer was seen hovering over Holloman Air Force Base: Around 9:20 pm on September 25, 1960, a military housewife observed a UFO in the skies between Holloman and Alamogordo, New Mexico. The ‘Alamogordo News’ shared with readers the unknown object moved very slow and at times appeared to stop and hover. The witness, a military wife, returning to Holloman said the UFO: 1) appeared “brightly in the sky”; 2) was "the size of a quarter moon."

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As she neared the Holloman Air Force Base, she said the UFO: "burst forth at full speed and disappeared over White Sands." She then came across another passenger car in front of her own vehicle that had it blinking the light on. "She pulled alongside and asked if they had seen the same object. They responded they had and the housewife was relieved she did not see things."[dcclxii]

150-foot-long egg UFO hovers over Fort Bliss: On May 10, 1961, around 10:00 pm military witnesses using a Polaris telescope reported a comet-like object heading in a southwest direction over McGregor Range missile range at Fort Bliss Texas.

The object was the diameter length of a B-52 fuselage (159 feet) followed by an extended tail twice as long as the object.

The UFO came to a hovering position on several opportunities. When the UFO stopped the tail disappeared, and the object looked like an egg or donut shape. The color was golden during flights and "Khaki brown" when it hovered. The object was seen at least twice. On the first sighting, the object descended out of sight behind the skyline. 30 minutes later the object reappeared illuminated in the same approximate location, commenced a climb and executed a 360 turn to the left. The Air Force concluded the object seen must have been the star "Altair."[dcclxiii]

The fact that the Air Force concluded this object was Altair is concerning. Altair is one of the brightest stars in the night sky. Stars remain constant in our night sky and disappear as the earth rotates. The Air Force did not explain how Altair, a stationary star:

1. “flew across the sky performing 360-degree loops”;
2. “produced a trail of light twice its length”;
3. “appeared close enough to show it was 150 feet in length.”

This appears to be another misclassified UFO case in Project Blue Book. The Air Force report does not share the missile range at Fort Bliss had been launching Pershing and Nike-Hercules Missiles in test flights. The Airspace over Fort Bliss, contiguous to the White

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Sands Missile range was continuously used for missile and artillery training. Fort Bliss and its anti-aircraft personnel began using Nike Ajax, Nike Hercules, Hawk, Sprint, Chaparral, and Redeye missiles.

Researchers today understand that the UFOs show up over Atomic and Nuclear weapons storage areas as well as missile launch sites. It appears much of the interest of this UFO was based on a reconnaissance of our capabilities.

UFO hovers over Secret Installation in Canada: On October 6, 1961, around 3:25 pm in Newfoundland, Canada a Marine reported a UFO. The contents of this sighting as a result of its secrecy has not been disclosed to the public. According to NICAP: "About 3:25 pm a U.S. Marine Corps guard at a secret installation in Newfoundland sighted an orange-white, meteor-like object which maneuvered over the area for four minutes before speeding away."[dcclxiv]

UFO over Titan Missile Complex: This next case is brought to us from the research of the APRO group. The report was not found in Project blue book. On August 7, 1962, a giant UFO descended over a missile base near Oracle, Arizona. According to researcher Loren E. Gross: "About midnight that night one of the night crew who was outside the complex spotted a brilliant light overhead, which seemed to be getting larger and larger." [dcclxv]

"He soon realized the thing was descending directly over the site, so he went inside and told another man who came out and watched with him. Before long the object had become so large that both of the men were frightened and went back inside the complex where they notified Davis-Monthan Air Force Base at Tucson by telephone. "[dcclxvi]

"Two jet interceptors came streaking in from the direction of the base, but as they approached, the object took off fast toward the north and was out of sight within seconds."

"The jets circled the area and then headed back for the base. Minutes later, the 'visitor' was back again, and descended toward the silo, then took off vertically and dwindled to nothingness overhead. The object was described by all as having an appearance similar to

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that of the full moon. Other testimony indicated that a similar object executing similar maneuvers was seen either the night before or the night after this incident."[dcclxvii]

Military Air Force men report Manta Ray shaped UFO: On July 28, 1965, around 9:40 pm two Air Force military officers, a (Major), along with a Command Pilot rating and a top-secret clearance were bicycling on the north perimeter of Carswell Air Force Base, Texas when they witnessed two lights approaching from the south.

According to their testimony, one witness said: "we stopped riding and watched. The lights were brilliant white pulsating on and off simultaneously approximately once every second". The witness felt the lights appeared to be fixed to, or part of, a single object moving toward us in level flight or a very slight descent. They stated the UFO showed no conventional positional lights.

The object moved at a constant speed, altitude, and direction on a flight path that was almost directly overhead. Upon returning to his quarters, the witness contacted the control tower. Three other witnesses came forward including two Sergeants that confirmed the sighting. On page three of his UFO report the following facts were found:

1. the shape of the object was that of a Manta Ray;
2. its size – approximately 40 feet long;
3. it's color – none;
4. the number of objects – one;
5. formation – N/A;
6. discernable features – lights;
7. sound – none;
8. The UFOs flight path was south to north;
9. They observed the Manta Ray shaped object for three minutes.

A Teletype message was prepared at Carswell Air Force Base (TX) and forwarded to the following commands: 1) ADC Ent Air Force

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Base (CO); 2) 780th Air Defense Perrin Air Force Base (TX); 3) AF Systems Command Wright Patterson Air Force Base (OH) and 4) HQ USAF AFNIN.

A statement in the report reveals "This sighting was a positive observation, under ideal circumstances, of a definite object of an unconventional nature--possibly of foreign origin, which could be a threat to national security."

All the witnesses' names have been blacked out on the report. This is not usually done with military case files. The Air Force concluded the sighting was caused by "Aircraft.[dcclxviii]

Manta Ray shaped UFOs are very rare but have been reported in a few cases.

White Sands Proving Ground employees observe large UFO: On September 1, 1966, around 6:00 pm at White Sands Proving Ground, New Mexico a UFO appeared. The 'APRO Bulletin' informs us the secretary to a Missile Range employee at White Sands driving on Highway 70 on her way home observed a large craft taking off from the side of the road followed by a long streamer behind it.

The object was described as a huge toadstool (e.g., mushroom-shaped object or flattened egg). The employee had been followed by a carload of people who also saw the UFO take off. The people behind her were guests for the weekend. As they pulled over to get coffee at a stop, they inquired as to what it was. No one knew. [dcclxix]

Large UFO hovers near the Naval Base: On February 4, 1968, in the early hours, a taxicab driver leaving the Naval Base witnessed a UFO hovering over Farwell Street, North Kingston, Rhode Island. The witness first saw lights that appeared to be on a tower but then realized there was no tower at that location. The driver stopped his car and looked up at the UFO:

1. "hovering at 1,000 feet";
2. "being wing-shaped";
3. "having no body or tail";

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4. “having red and green lights on the wing tips”;
5. “giving off a humming sound.”[dcclxx]

The driver stated the sound being emitted was "more like the echo of a hum." Finally, he shared:

"I have never seen anything that big stop in the air."

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Chapter 17: UFOs / UAPs hover over Airports

Figure 25 - Orlando International Airport, [dcclxxi]

UFOs have appeared at many airports over the years. In my own personal experience, I have never seen a UFO / UAP at an airport. Mainly because I never looked for one while departing or arriving on a flight.

The cases I have studied show that UFOs / UAPs appear at airports at all times of the day; however, the majority appear during the evening hours.

I have no clue whether this is because there is less air traffic or a sincere desire, "not to be seen."

There a few cases, like the O'Hare 2006 sighting, which took place during daylight hours. The large UFO appeared in plain sight above the United terminal complex as if to say, "we are here, get used to it."

Whatever their motive for visiting our airports, they are usually seen by the control tower operators through binoculars. These crafts are not always picked up on radar. We have many UFO / UAP cases at military bases where radar failed to track the UFOs either for calibration issues, human fault (e.g., the machines were turned off), or the advanced stealth capabilities of these crafts.

Though most airport radar scopes track passenger or military Identification transponders, our space friends have no such identification equipment. The radar will usually pick up these anomalies, depending on the size of the radar signature. Early FAA

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radar systems would categorize large targets (UFOs / UAPs) with no ID tags as weather anomalies. (John Callahan FAA Chief).

The only organization I know of that had tried to eliminate UFO / UAP blips from their radar scopes is NORAD. NORAD's equipment was so sensitive their display boards looked like a table of jumping beans as UFOs / UAPs shot back and forth across the country and sped up and down the Atlantic and Pacific seaboards at superman speeds.

This chapter discusses these visitors, how UFOs / UAPs check out our planes, customer satisfaction at Air Terminals, and the quality of the next meals served in the Business class section.

The U.S. Air Force

50-foot diameter UFO at Lockbourne Air Force Base: This next case is brought to us from the book "Coming of the Saucers", by Kenneth Arnold and Ray Palmer, Amherst."

As this case is in his book, I will give only a brief description below. On January 7, 1948, at 7:53 pm the pilots in an Air Force C-45 (flight No: 9944) flying over Columbus report a UFO. The plane was at, 5,000 feet, while the UFO appeared:

1. “at 3,000 feet below their position”;
2. “like a large star or planet.”;
3. “stationary and it reflected an amber light.”

The pilots of another aircraft lining up for the same landing pattern on the same strip confirmed the Air Force Pilots report. Captain McGee statements:

1. Captain McGee, piloting the craft, told authorities: “At about 7:25 pm on January 7, 1948, I turned to runway 23 for an overhead approach at traffic altitude (1,800 feet). Just prior

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to breaking away, I saw a very bright, white light southwest of the field."

2. "I began my 360-degree approach. It struck me that the light was very unusual and it was not on the ground, so I looked in its direction again from my base leg position. It appeared the same as though it were about 3,000 feet in the air. While on my approach it flashed on and off again immediately."
3. After deplaning Captain McGee went to Lockbourne Operations. He then learned about the "Eisele and Boudreaux UFO sightings. He contacted the two men in the tower and told the light had reappeared soon after his C-45 had set down. McGee went to the door and looked out, sure enough, the light was there."[dcclxxii]

A C-47 transport had a length of 64 feet and a wingspan of 96 feet. This craft was somewhere between 50 and 100 feet. You can read more of this case in the book: "Coming of the Saucers," by Kenneth Arnold and Ray Palmer, Amherst, or the U.S. Air Force Project Blue Book files.

UFO over Hulman Air Field, Terre Haute: Several regional newspapers reported on the following sighting over Indiana. On October 9, 1951, around 1:45 pm a private pilot was heading to Paris, Illinois when he observed an oval shaped silver colored UFO.

The object appeared stationary at 5,000 feet. The UFO then traveled northwest towards the Newport Atomic Energy Plant.

Just 3 minutes prior to this sighting at 1:42 pm the Chief Aircraft Commissioner and CAA official at Hulman Airport in Terre Haute Township, Indiana observed the same object directly overhead. According to the CAA officials (R.L. Meffor and C.W. Sonner) said they heard no noise and the object had no protrusions. (e.g., fins, wings, tail section, etc.). He described it as:

1. “a half-dollar coin at arms-length”;
2. “flying southeast.”;
3. “200 feet high”;

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4. “traveling at 2,880 miles per hour”;
5. “disappeared over the horizon.”

The Air Force concluded this sighting was "unidentified." Lt Colonel LeRoy Bitcon (USAF) prepared the report. The Commanding General at Air Technical Intelligence Center at Wright Patterson Air Force Base (OH) received the report. According to the local papers, The CAA officials reporting the sighting stated: "I have been working at airports for 16 years, Sonner said, and never before have I seen an aircraft like it".

He later added: "It's unbelievable but true." CAA official Mr. Meffor stated:

> **"I've always been skeptical about all stories concerning flying saucers and other such objects, but today' sight changed my mind."**[dcclxxiii]

500-foot diameter disc at Marana: On April 5, 1952, two Air Force pilots observed a huge oval shaped object, believed to be five to six times the size of a B-29 bomber. The object was hovering at 55,000 feet over Marana, Arizona.

Chuck Logan and C.M. Jasper both veteran flight commanders saw the king-sized object from the air. Flight instructor Paul Wilkerson and Skeet Taylor owner of the airport said they saw it from the ground. David Monthan, Air Force Base, said some B-26s were flying in the Benson area at the altitude of 40,000 feet. Logan shared the object did not have wings. According to him, the sky was bright blue, and the UFO stood out like a sore thumb. The UFO was bright and shone like polished aluminum. He said: “I have been flying for 25 years and never saw anything like it. It was weird”.[dcclxxiv]

Two discs hover over Hickam Air Force Base runway, Honolulu: The following case comes to us from the Air Force files. On one particular day, a witness reported seeing two UFOs over Hickam Air Force Base, Hawaii. The Air Force file mentions the

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witness was a telephone repairman by trade and lived near the airport for ten years having extensive knowledge of aircraft.

It was August 4, 1952, at 4:45 pm. A telephone repairman reports seeing two disc-shaped crafts hovering over the military and commercial runway between Hickam Air Force base and John Rodgers (Honolulu International Airport). The Intelligence officer at the 1500th Air Base Wing conducted the interview of the witness. In this case, the witness shared the UFOs:

1. “appeared cream colored”;
2. "were disc or saucer-shaped" ("they were thicker in the center and tapered outward to a thin edge";
3. “were maneuvering in a spinning, rotating fashion at an estimated speed of 400 miles per hour”;
4. appeared to have "no moving parts";
5. emitted “no smoke or exhaust fumes,”;
6. emitted “no noise or explosion”;
7. “size was about the same as a conventional plane”;
8. were “at 2,000 feet”;

The Witness said, two airplanes were in the vicinity of the UFOs. Of the two UFOs: "one of the objects disappeared almost immediately; the other seemed to pop upwards in a spinning motion and disappeared causing a disturbance of the air as that produced heat waves."

A Teletype report was prepared at Hickam Base and forwarded to the following commands: 1) Director of Intelligence HQ USAF Washington (DC); 2) ATIC Wright Patterson Air Force Base (OH); and 3) Ent Air Force Base (CO). The Air Force concluded the witness must have seen "possible aircraft.[dcclxxv]

I personally know of no planes in 1952 that were cream colored, had no moving parts, made no noise and could hover.

60 to 80-foot UFO reported by control tower operators at Laredo Air Force Base, Texas: At 6:29 pm on November 3, 1952,

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two tower operators witnessed a UFO at Loredo Air Force Base, Texas.

One control tower operator's handwritten notes reveal: "It was while looking out an open window looking for a T-33 jet aircraft. I saw the object moving in from a southwesterly direction and pausing for a short time directly south of Loredo AF base."

“It then disappeared immediately in a southeasterly direction. I saw the object against a dark cloudbank; the object appeared to be light in color against the cloudbank. I do not know the distance or altitude of the object being away from my position.” The files notes reveal the UFO was:

1. “fuzzy or blurred”;
2. “hovering then moved in front of a dark cloudbank”;
3. “the size of a nickel at arms-length”;
4. “shaped like a football, with no pointed edges”;
5. “bluish gray” in color”;
6. “moving at a fast rate of speed as it disappeared from sight”;
7. “constructed of some shiny metal, such as aircraft metal”;
8. “about the size of a medium bomber that is larger than fighter type aircraft.”

Other notes in the file share the object was whitish grey, and they estimated it was at 4,000 feet in altitude. The operators contacted the T-33 pilot to see if he had seen anything in the sky he answered "no." The operator said: “I am certain that this object was not a known type of aircraft.” He also mentioned one T-33, and 16 T-28's were in the vicinity of the sighting. He was confident he did not confuse this object with any of the T-28’s. Signed and sworn statements are in the file.

A Teletype report was prepared and sent to the following commands: 1) Director of Intelligence HQ USAF (DC); 2) ATIC, Wright Patterson Air Force Base (OH); 3) CG Ent Air Force Base (CO); 4) HQ MATS Intelligence Division Andrews Air Force Base (MD); 5) HQ AACS Intelligence Branch Andrews (MD); 6) AACS

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Kelley Air Force Base (TX); and 7) CH FT Air Force Station Waco (TX). The File contains two drawings of the object. The Air Force conclusion was "Unknown.[dcclxxvi]

The U.S. Navy

U.S. Navy commander reports 50-foot diameter disc at the airshow in Longview, Washington: We are fortunate in this case to have research that was conducted by the NICAP organization and presented to Congressional members in the 1960's. In this UFO case, no official statements were found. On July 3, 1949, several military officers and soldiers along with residents reported seeing several UFOs over an airshow at Longview, Washington.

A former Officer-In-Charge of guided missile work under R. Adm. D. S. Fahrney was present and confirmed the sighting with other witnesses. Commander M. B. Taylor, USN along with others observed the UFOs during the sky-writing biplane event.

The UFO moved against the wind with an undulating motion, made right-angle turns and appeared like a discus of bright metal when viewed through field glasses. Taylor estimated its size as equal to a 50-foot object at an altitude of 20,000 feet. Among those who watched it and confirmed his description were many qualified airmen.

While they saw but one object, others in the surrounding area reported seeing up to a dozen UFOs around the same time. Commander Taylor concluded: "The sighting was definitely of some flying object unlike anything then or even presently [1957] known." [dcclxxvii]

U.S. Navy officer reports UFO, Dallas Naval Air Station at Hensley Field: On April 5, 1952, around noon on Saturday, a Lieutenant commander in the Naval Reserve spotted an unidentified aerial object over the Dallas Naval Air Station at Hensley Field. The observer, who is a chemist with a major oil company, said: "it seemed to flutter" and disappeared. The object, which he said: "I have never seen anything like it before" was heading southeast from the northwest.[dcclxxviii]

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Air Force Control Tower observes UFO over Nevada: On February 14, 1957, a control tower operator observed a flying saucer at Stead Air Force Base, Nevada. The facts in the Air Force case file share the UFO:

1. was “observed for 8 minutes”;
2. was “flat and oval shaped”; (as if “two saucers placed face to face”),
3. had a “blue center with a green ring and a red flashing light in the center”;
4. appeared stationary for 8 minutes then rose very rapidly”;
5. during the time of being stationary "the object dimmed out";
6. was observed for another two hours with binoculars.”

The UFO report also indicates that Reno Filter Center confirmed that two radar contacts were made showing the object was present. A Teletype message was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) Hamilton Air Force Base (CA); 3) Air Technical Intelligence Center, Wright Patterson Air Force Base (OH); 4) Headquarters USAF, Washington (DC);

The Air Force concluded that the cause of this sighting was "probably astronomical." The file indicates the star "Arcturus" was the most likely culprit.[dcclxxix]

In reviewing this UFO case, we wonder if investigators gave enough consideration. For instance;

1. For two hours, the observers used binoculars. Arcturus cannot be seen for 2 hours as the earth rotates on its axis. Astronomers may be able to see the star for 30 minutes.
2. The control tower personnel were most undoubtedly qualified to determine the difference between a star, let alone a flying object described as two saucers face to face.
3. Did our radar systems in 1957 have the ability to pick up Arcturus some 36.7 light years from our Sun? I could be

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wrong, but I believe our radar units had limited range capability in 1954.

4. The control tower personnel said the object "moved rapidly up and away." Surely Arcturus would not act in the same manner.

Civilian Airports

Cigar ships appears at Falmouth Airport, Cape Cod, Massachusetts: Around 5:10 pm on February 5, 1950, several former military pilots observed two cigar shaped UFOs hovering over Falmouth Airport. According to the witnesses, two lights appeared, which then became distinct cylindrical bodies maneuvering in the sky. One of the witnesses observed a fireball drop from one of the more massive objects. Both objects then disappeared towards the west at high speed. One of the witnesses shared:

> **"I've flown regular aircraft and jets, and I'm familiar with weather balloons… but I've never seen anything like these objects. They appeared to me to be "cigar-shaped," and although they operated as a pair, they weren't attached in any way as they differed in their distance apart.** [dcclxxx]

Airport Manager reports UFO over Vigo County, Indiana: The manager of Terre Haute airport and another licensed pilot reported a UFO over Vigo County, Indiana around 4:45 pm March 26, 1950.

According to the "Terre Haute Tribune," the observers stated the UFO was: "not a balloon or an ordinary jet." John Marcotte, head of the Central Aviation Sales said: "I was always skeptical of saucer reports until we saw this."

The paper also shared: “Marcotte and Fred Miller, a pilot reported the speed of the object was “fantastic” at that it disappeared at about a 45-degree angle as it passed north over the city.” The newspaper shared the two had been sitting at the restaurant at the field watching a B-25 flying southwest at 1,000 feet when they saw

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the flat and round object above the plane. The winds were from the northwest, which ruled out a balloon. They further said: “it was kind of silver in color and was shiny, but it wasn’t glare reflected from the sun because the angle was wrong”. [dcclxxxi]

Orange colored UFO at Vandalia Airport: On August 27, 1951, between 8:00 and 8:30 pm a pilot ready for takeoff observes a large light near the end of the runway at Vandalia, Illinois. The pilot immediately calls the CAA tower and requests information about the object. As if hearing the pilot, the UFO suddenly darts off.

The pilot readies for takeoff, rolls down the runway and lifts off the ground. Soon after getting into the air, the pilot notices this same UFO returns; approaches his plane and circles him twice. It then moves off towards Greenville. The pilot redirects his plane and follows the big lighted UFO. The unknown craft makes a loop around Greenville and then heads back toward Vandalia. He then notices the object around the country club.

The CAA tower contacts the pilot to confirm the UFO passing over Vandalia at 10,000 feet. The Pilot makes several comments about the UFO encounter:

1. “It was all very spooky”;
2. "It wasn't an airplane, but whatever it was, the light was on the tail of it, and there was a small red light on top."

Another witness in St. Elmo also saw the same thing. The Air Force file revealed it would attempt to get more information. In reviewing the military files, there were no follow up records for this case. The Air Force could not conclude the case based on reasons of “insufficient data”.[dcclxxxii]

The object observed by the pilot and the CAA official appears to be something under "its own control." An investigation was not conducted by the Air Force on the tower personnel or pilot and crew as to further information.

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Police report 25-foot UFO at Cleveland Airport, Ohio: Around 2:00 am in October 1951 a police officer observes a UFO hovering over the Ohio, Cleveland Airport. The retired police officer wrote Donald Keyhoe (NICAP) to explain the event:

1. “I have seen such a strange device-to my opinion a flying saucer (UFO), which was ruby red, about 2:00 am, either in September or October of 1951.”
2. “I was stunned as to its appearance and-maneuverability-it was hovering over our Cleveland, Ohio, Airport.
3. “It was round in diameter about the size of a good two-story house and seemed to be standing on edge.”
4. "At first it was standing still, and with unbelievable speed, it shot to the right-then to the right again and back to the left-then upward at a terrific speed which was unbelievable and vanished."
5. “This all took place in about 20 seconds."[dcclxxxiii]

If we assume the average two-story house is 26 feet, then this object was somewhere around 25 feet in diameter.

150 to 200-foot diameter UFO hovers over San Francisco airport: The following case file came to us from UP News and was not in Project Blue Book. It involves a former Air Force B-29 mechanic observing several large UFOs, approximately 150 to 200 feet in diameter over San Francisco airport, California. This case may not have been placed in the Project Blue Book archives for the reasons of not panicking the public of California using the Airport as well as the fact the witness being entirely credible "an expert on larger U.S. Air Force bombers." His experience with the military was with the Air Force in the Pacific in World War II.

The San Francisco Airport UFO Incident:

Around 5:30 pm on August 24, 1952, Mr. R.G., a former Air Force B-29 mechanic reported seeing several large UFOs flying erratically

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over San Francisco airport "at terrific speed." According to the article, Mr. R.G. explained the UFOs;

1. “were silver gray in color”;
2. “appeared to have a diameter of about 150 to 200 feet each”;
3. “flew at an altitude of about 12,000 feet”;
4. “were going at least 1,800 miles an hour”;
5. "looked like "cross-sections of a cone clipped off at both ends."

Mr. R.G. shared he watched them for 10 seconds and then they zoomed crazily off in a southeasterly direction." "He was convinced they were "not of the earth." [dcclxxxiv]

40 UFOs over Midway Airport, F-86 Jets dispatched: The following UFO encounter comes to us from two sources. The US Air Force Project Blue Bookcase file and the local newspaper. Around 2:30 am the Tower controller at Midway Cook County picks up to 40 objects on his radar scope on September 2, 1952 over Chicago.

The Midway Airport UFO Incident

According to the ‘Chicago Tribune’, “two sabre jets from the 4706th Interceptor Wing at O’Hare International Airport” were launched to chase the unknown craft. The Facts of this case are as follows:

1. “Speeds of the objects varied between 125 and 150 miles per hour”;
2. “Altitudes were between 3,000 to 6,000 feet. Aircraft in the areas reported nothing unusual”;
3. “No inversion layer was present according to the files”;
4. “Two F-86’s from O’Hare Air Force Base were dispatched and unable to locate the objects.”

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The Air Force classified this sighting as an "Unknown." [dcclxxxv]

Here you have 40 objects appearing on Radar, no weather inversion reported and no equipment malfunction. What are they? The ‘Chicago Tribune’ points out:

1. “This was the first time, so far as it publicly known, that an Air Force interceptor, actually tracked down and rode through what some observed have said were mysterious extra-terrestrial flying craft”;
2. According to the pilots: "We didn't see anything. We didn't hit anything. We went through the target showing on the scope, and there was nothing there, not even a cloud";
3. "The supervisor at Midway tower," observed several objects move "into a rough formation position with the passenger plane." This plane was an approaching airliner";
4. “These objects were “visible as the plane near the field, and the crew was asked to report what they saw”;
5. "At 6:30 Lake Geneva Ground Control Interceptor Station ordered two jets up from O'Hare to chase targets. Said a CAA official: "One of the interceptor boys said: Head us right for whatever you see, we'll ram it if necessary." The two jets passed through right through the spot of reflection and didn't see or hit anything. We are convinced the reflections weren't from planes".

"The crew reported not seeing the craft visually; however, the control tower reported "the objects stayed with the airliner until it was in its final approach to the field. Then the UFOs seemed to veer away right and left and disappeared”.[dcclxxxvi]

UFOs approach Amarillo Control Towers, Amarillo: On August 3, 1953, around noon several unidentified flying objects flew over the control town at Amarillo Air Terminal adjacent to Amarillo Air Force Base. Personnel at the Amarillo control tower observed three objects at intervals of 45 minutes. They were looking north of the

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town looking for an aircraft when they watched the UFOs. According to the observers:

> **"I was in the Amarillo Control Tower and was looking north of the town for an airplane when I saw an object which I first thought was a balloon … continuing east north of the tower. “This object then came to a complete stop. I realized that this object was not a balloon, as it did not rise and that it was moving faster than the wind could move a balloon.” "The object was close enough to see that it was round and was reflecting the sun, giving off a translucent appearance." "The object remained in the same position for approximately seven seconds, and the Assistant Controller in the tower was called in to look at it."**

“As Mr. Reid was coming out on to the catwalk of the tower, the object headed south, traveling at a tremendous speed, moved to a position over the airport and came to a complete stop.”

> **"Mr. Reid and I witnessed the object coming to a stop." "It was then a second object appeared and stopped behind the first object. Both objects appeared similar in size, shape, and appearance." "They remained over the field for 10 seconds, and then the first one started "straight up" and the second proceeded south both disappearing at a rapid rate in four seconds." "Fifteen minutes later we went back out on the catwalk and witnessed again what could have been the same objects; one object appeared to circle, visible for a few seconds. The objects would disappear then reappear in several different locations."**

The Air Force labeled this case "Unidentified.[dcclxxxvii]

Four UFOs circle Love Field, Dallas: On August 4, 1956, four witnesses observed four unidentified flying objects near Love Field, Dallas Texas. Of the four objects, one was in a leadership

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position while three round white colored objects followed in a V formation.

According to their observation, each object was the size of a pea held at arms-length. The objects came from the northeast flying south (at 30 degrees) and orbited love field.

The objects then left the vicinity and continued flight to the northwest (at 340 degrees) where they faded from view. Though these objects were seen for six minutes, no sound came from the unknown aerial devices. A Teletype message was prepared and sent to the following commands: 1) 745th ACWRON Duncanville (TX); 2) to Director of Intelligence HDQS USAF Washington (DC); 3) AIR DEF Command, Ent Air Force Base (CO); and 4) ATIC Wright Patterson Air Force Base (OH).

A drawing in the file shows a UFO in the lead with another behind it and the remaining two off to each side of the second object. The Air Force concluded the objects seen were most likely "aircraft. [dcclxxxviii]

The file contains no information as to other planes being in the area at the time of the sighting. One has to wonder; if these were aircraft, there was no indication in the file that the Love Field Control Tower tracked 4 "unknowns" over their airport. It would appear we have two options here: 1) we assume the radar operator was asleep in front of his radar scope at the time the four objects were over the field, or 2) they were something else.

UFO reported at El Paso International Airport, Texas: On July 11, 1958, a reporter by the name of Joseph Demic observed his own UFO case at El Paso, Texas. In the ‘El Paso Times’, he wrote about this own UFO sighting. He reports the following information to the readers:

It was around 9:16 am when he observed something circling the International Airport. He pointed out the unusual object to his eight-year-old. At that point, the UFO executed a buttonhook to the southwest. It then turned northward and began to zip across the sky in a straight line. He recalled the object made no noise and had no odor. He also commented the UFO was very high, and its brilliant

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oval shape seemed to be surrounded by a thin dark line. Demic then contacted the Weather bureau to determine if any balloons were launched. The weather bureau confirmed to Demic that the winds aloft were traveling in the opposite direction of the object's path as stated. [dcclxxxix]

The fact that the unidentified flying object was moving against the direction of the wind ruled out balloons.

UFO appears over Louis Schreiner Airport, Texas: Summer 1958 around 7:00 pm Bob Meredith witnessed a glowing light above his head at 1,500 feet while working at the Louis Schreiner Airport. Mr. Meredith stated he noticed a giant ball of light shaped similar to a light bulb. The object had the most unusual shape, and its appearance was immensely bright.

Meredith said: “I stood there for a few minutes until a friend of mine drove up and noticed the same light, suddenly the light streaked across the sky and disappeared in about three seconds. Several minutes later I reported this incident to the CAA office in San Antonio and was given the impression I was working too hard”.

According to the local paper several days later, he received a call back and was asked about the "ball of light" hovering over the airport at San Antonio. He was told from all accounts, this was not a meteor or any object that could be in a natural state, and it went on our records as an "Unidentified Flying Object.[dccxc]

UFO reported by Pilot in Salt Lake City: On October 2, 1961, a civilian pilot and seven other ground civilians witnessed an unidentified flying object on Monday over Salt Lake City. Waldo J. Harris a Salt Lake City, insurance man, said he spotted the disc-shaped UFO as he was taking off from Utah Central Airport. "When I got airborne, I noticed that it was still in the same spot and had no wings or tail." Another witness said about 1:00 pm it seemed to be hovering over Salt Lake. According to the papers: "Harris estimated that he got within three to five miles of it before it disappeared.[dccxci]

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UFOs light up Liberal Kansas Airport: On August 2, 1962, about 8:20 pm a Central Airlines Agent was contacted about flying objects seen by the Captain of flight 61 traveling from Wichita to Liberal Kansas. According to the Captain, there were several objects in the sky that evening, and all appeared to be green and blue in color and moving east to west at a terrific speed. One of the objects was said to be an extremely bright light looking like an aircraft with landing lights. He stated this particular object was: "stationary in the eastern sky."

Then around 9:00 pm several people on the ground looked up and reported seeing the same objects pass overhead. The Air Force UFO file concluded the sightings must have been caused by observers witnessing astronomical events: "Meteors, and the planet Jupiter." One would think the stationary light seen by the Pilot would rule out a meteor unless coming straight on.[dccxcii]

According to the local paper 'Hutchinson News' and the research group APRO We learn additional facts on this sighting. The UFO:

1. Was seen "around 8:45 pm" when "several UFOs lit up the runway at Liberal Kansas Airport";
2. "the personnel at the airport were shaken considerably when various colored brilliant objects lit up the runways";
3. "similar reports came from Albuquerque, New Mexico; Pueblo, Colorado; Garden City, Kansas; and Guymon, Oklahoma";
4. "Central Airline Agent Fred Jones said about a dozen individuals at Liberal Airport saw the phenomena at about 8:00 pm";
5. "According to Jones, Capt. Jack Metzger, heading to Amarillo, told airport officers he saw the objects moving higher and faster than any plane he had ever seen";
6. "Metzger's aircraft was at between 5,500 to 7,000 feet at the time he sighted the objects";

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7. “Witnesses described the lights as about the size of car headlights and that they varied in color from white, green, blue, to brilliant orange”
8. “There were four of the objects, Jones said, which moved singly across the sky”;
9. “One became stationary over the airport and seemed to produce a landing-type light directly under it”
10. “All sightings took place at approximately 8:45 pm.”

APRO shared: "The report came from Liberal over the airport telephone communication system. The FAA confirmed no planes, which could produce such lights, were scheduled in the area at the time.”

At Amarillo, Captain Metzger made this statement: “People I talked to after landing here seemed to think it was a meteorite but it wasn't like any meteorite I've seen before.”[dccxciii]

In another update to the above case: KTVO-TV of Ottumwa, Iowa provides the following facts of the event:

1. “Central Airline agent Fred Jones said about four objects in one group flew over the airport”;
2. “one stopped, stationary and emitted a beam of light downward like a landing light”;
3. Jones said: “similar reports came from Albuquerque (NM), Pueblo (CO), Garden City (KS) and Guymon (OK).”;
4. "Central Airlines Pilot, Captain Jack Metzker, on a flight from Wichita to Amarillo, reported sighting many objects moving higher and faster than anything he had ever seen.[dccxciv]

UFO Lands on the runway at Flying Cloud Airport, Minneapolis: The ‘Fergus Falls Daily Journal’ published an article called “UFO Sightings Reported." In this article, several sightings were reported in the Minneapolis area for several nights in August 1966. One such case is mentioned here.

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On August 16, 1966 employees in the control tower at Minneapolis – St. Paul International Airport reported "an object." At the Flying Cloud Airport southwest of Minneapolis, several pilots said an object landed on an east-west runway and then zoomed away fast.

The ‘Fergus Falls Daily Journal’ tells us "Twin Cities Radio received 75 calls including surrounding areas of Crystal, Coon Rapids, Waconia, Rochester, Itasca Park and Ponsford. One resident of Plymouth stated he saw an object sitting sideways having rotating lights around it. Several people in Itasca told the sheriff an object two to three feet in diameter parked itself 200 feet above the ground. It was bright green; then it turned red."

“Then at Ponsford another 2 to 3-foot devices was stationed at 200 feet in altitude. About 10:45 pm a Duluth person with three passengers observed a spinning globe shaped object about the size of a football field hovering over their car. He stopped the car; then the object took off by climbing into the sky. He then called the police and returned to the spot. He parked the car and turned the car lights off. The object again descended and appeared low over his car and stayed there for some time before ascending again."[dccxcv]

UFO stops over Texas runway: On February 19, 1967, a series of UFO sightings were reported overnight southwest of Houston near the Gulf coast. Witnesses included businesspeople and prominent citizens. The story was covered by the ‘Houston Tribune’ providing the following facts:

1. “a school teacher in Wharton observed a pulsating red light at treetop level fly the length of a runway between rows of landing lights, stop at the end of the runway, reverse direction and shoot back where it had come from”;
2. “prominent citizens in Lane City, including a newspaper publisher and an editor, and the Mayor of Wharton, saw a white light, which approached them”;

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3. “a farmer and his children west of Bay City-Wharton witnessed an object with white fire coming from it that lit up the night sky, and two more appeared to follow the first one.”[dccxcvi]

The ‘Dallas Morning News’ provided more information on the case. A Family coming home from church

1. “spotted a large disc near Wharton”;
2. “the craft had a dome”;
3. “the dome part of the craft had a brilliant white light”;
4. “the UFO crossed the highway about 100 yards from them;”
5. "the craft was noiseless and "bell-shaped";
6. “the base of the craft had a band of green, red, blue and amber lights”;
7. "a large window above the rotating lights."

The article also mentioned: “Mr. Miller served four years in the Air Force and had never seen anything like it before. Mrs. Miller confirmed the object shot out a trail of fire when it went into an abrupt climb and then went over the horizon.” [dccxcvii]

Egg-shaped UFO at Las Cruces Municipal Airport: On April 5, 1967, around 3:00 am City Policeman Mike Gonzalez observed an unidentified flying object hovering over the Municipal Airport at Las Cruces, New Mexico.

For five minutes, officer Gonzalez observed the craft before it moved off to the east at a high rate of speed. The object made a 90-degree left turn and rapidly disappeared. Gonzalez described the aerial vehicle as a glowing brightly, having an egg-shaped body and being about the size of an automobile.

A seam or joint ran its length outlining the lower quarter of the craft. According to the report, the UFO was hovering noiselessly about 50 to 77 feet off the ground when first sighted by Gonzales. The object was very close in proximity to the witness, not more than

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300 yards away. He added the "light bulb glow" cast no shadow nor was there any noise as it moved off.

The officer stated: “it was a little scary at first when it started to move toward the city before veering off to the north. Its path was not within the normal off-range firing pattern into White Sands.”[dccxcviii]

2006: O’Hare Airport: Americans do not see airports shut down by the sight of unidentified flying objects. On November 7, 2006, a large disk was seen hovering over the United Terminal at Chicago, O’Hare.

The large disc was caught on two different cell phone cameras by passengers and reported by United Airline employees. The story was carried on many news channels and then forgotten. Various theories were shared with the public: "Natural clouds, atmospheric anomalies." Finally, a video and photographs appeared, and this started a new search for evidence that it happened. Independent researchers concluded: “1) it was real, 2) it could not be explained with conventional weather phenomena or conventional aerospace craft.”

Other Countries

UFO at Camba Punta Airport, Argentina: This next UFO case comes to us from two sources: researchers Ed Keyhoe and Jacques Vallee. We learn the following facts of this sighting: It was 11:00 pm on July 31, 1962, when a UFO descended toward the Camba Punta Airport in Argentina. According to Jacques Vallee:

1. “the Director of the Corrientes Airport at Camba Punta, Argentina, and Dr. Gustavo Revidapte, a judge at Corrientes, saw a strange object coming toward the runway from the west. It emitted flashes of green, white and red light. Its altitude was on the order of nine hundred meters, and its brilliance was such that it was impossible to ascertain its shape.”

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2. “Six other persons, including several policemen, were called and observed the object as it stopped at the end of the runway, spinning and emitting beams of light.”
3. “When the witnesses got into a truck and drove toward the object it left at great speed."

According to Don Keyhoe’s book:

1. “Airport Director Luis Harvey immediately ordered the landing strip cleared. In a few moments, a UFO described as a 'perfectly round flying object' approached at high speed”;
2. “Then it stopped and hovered for three minutes”;
3. “Though the Argentine Air Force had been alerted no interception was attempted”;
4. “some excited witnesses ran out for a closer inspection, and the flying disc hurriedly took off."[dccxcix]

Barnaul Airport in Siberia shut down: In January 2001, ‘Agence France Presse’ reported in the news that the Barnaul Airport in Siberia was shut down for over an hour when a luminescent object hovered near a runway. The crew of an II-76 cargo plane looked down the runway length and saw a glowing object. The pilots elected not to fly that day and later questioned about the incident. Initial follow-up interviews concluded it might be "natural or the Moon or Venus."

However, it was interesting to note another plane coming into the airport noticed the same UFO and was, therefore, diverted to a different airport. Two different angles, two different crews, the same conclusion – "avoid the object." I can only assume this was not a natural phenomenon. [dccc]

Xiaoshan Airport Shutdown: In July 2010, ABC News carried the story about the closing of Xiaoshan Airport in China around 8:40 pm after a descending plane notified air traffic control it observed a UFO near the airport. As a result of the UFO in proximity to the airport, eighteen passenger flights were then affected; all other

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planes diverted to other airports. Unofficial reports surfaced stating it was perhaps an American Bomber, Russian Satellite or new Chinese unique aircraft.

Official responses stated it might have been a meteorological event. However, this seems to contradict the story of a bystander who at 8:26 pm, took a picture once they felt a beam over there head, noticed the streak of white light across the sky. Of particular interest was a video submitted to CNN iReport on August 13, 2010, from a person in China who took footage outside his airplane window.

This video clearly shows the following characteristics: 1) there are four objects in the sky over the region, 2) The UFO on the bottom is big and circular (almost like the moon "but brighter"). However, there are three other objects two next to each other, and one on top – these three are smaller, 3) these smaller objects seem to "pulse" as the video person zooms in. In my opinion, I cannot determine the bottom object, but the other three looks very unusual – not natural phenomenon against the black sky.[dccci]

China Baotou Airport Shutdown: On September 11, 2010, China's 'People Daily Online' reported the shutdown of Baotou Airport from 9:14 to 10:00 pm after a UFO was 25 miles east of the airport. Hohhot Air Traffic Management Bureau communicated the UFOs presence.

The author of the article; "Third UFO-Related Airport Shutdown in China This Year" was Tim Brosnan. CCTV also carried this report stating witnesses had pictures of an object emitting a "glowing light." [dcccii]

500-foot-long disc reported by veteran Air Force pilots, Nevada:

On April 4, 1952, four witnesses came forward to report a huge oval-shaped object hovered over a local airport for over an hour.

The UFO was five to six times the size of a B-29 bomber. Note a B-29 is 99 feet long with a wingspan of 141 feet. Five times this size would put the diameter at 500 to 700 feet. The witnesses were two veteran Air Force pilots Logan and Jasper from Marana Air Force

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Base, Arizona and Flight Instructors Wilkerson and Taylor from the local airport. [dccciii]

Former Navy man reported 160-foot diameter sphere at Sky Harbor Airport, Phoenix, Arizona: Around 1:20 am August 4, 1952, a Frontier Airlines mechanic (former Navy man) conducting an inspection of an airplane observed a UFO over Phoenix. The observer, a former crewman on PBY, said he was inspecting a propeller when he looked up and saw a sphere-shaped object at 2,000 to 3,000 feet. The Casefile reveals the UFO:

1. “gave off a yellowish-orange light”;
2. “traveled from a hovering position to 600-700 miles an hour”;
3. “was approximately 160 feet in diameter (based on being three times the size of a DC-6)”;
4. "was heading east, then disappeared to the northeast";
5. “left a small trail of exhaust”;
6. “was observed for 5 minutes”;
7. “was in the air at the time a DC6 was in the sky”;
8. “produced no sound”;
9. “had no change of altitude or direction.”

The mechanic explicitly stated he did not "think it was a reflection of any kind as the weather at that time tends to rule this out. I do believe it was a material object."

A Teletyped report was prepared at Luke Air Force Base and forwarded to the following commands: 1) HQ USAF Washington (DC); 2) ATIC Wright Patterson Air Force Base (OH); 3) Ent Air Force Base (CO); 4) ATRC Scott Air Force Base (IL); and 5) and Randolf Air Force Base (TX).

The Air Force concluded the object was "a possible balloon." The file contained no evidence of a balloon being in the area.[dccciv]

The findings, in this case, indicate another misclassification. Though many of the weather balloons at the time did come with a light, the specific "possible" balloon was never identified.

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Furthermore, this object had a slight glow of yellow-orange. Finally, what balloon produces a short trail of exhaust”?

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Chapter 18: UFOs / UAPs chase our missiles

Figure 26 - Bomarc Missile Site, [dcccv]

As a young man growing up in the Apollo era, I watched the Astronauts touched down in the ocean on Television.

Though I would have liked to have seen the initial launch of the Saturn V rocket, we were too busy moving from Base to Base to have that luxury. On our family breaks we ventured to West Palm to visit my Grandparents. Several times though, my grandparents would take me to Cape Canaveral so I could see the many rockets. My favorite part was getting close to the VAB building, looking at the display rockets and the launch pads.

I remember walking alongside the Saturn V laid out sideways (all 300 feet of her). I thought how big it was and how dwarfish I felt. Today, I can think back and reflect on the F1 engines and the thickness of the two lower stages. The LEM (Lunar Module) was also on display. We were not allowed to climb up the ladder, and there was no platform to walk up near the Lem to look in the cabin window.

I took a picture of it anyway with my father, grandmother, brother and sister in front of the lunar lander and moved onto the gift shop to purchase a Saturn V rocket model (nearly 4 feet tall). In my life, I have built three Saturn V model rockets. The last model, I gave to my daughter to use in her fifth-grade classroom.

Unlike the Saturn V and other rockets, UFOs do not just go up and down. They have a wide range of maneuverability. They can

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travel side to side, pivot, hover, tilt, climb radical angles and execute 90-degree and 180-degree turns.

Sometime in the 1940's these unique UFOs (spacecrafts) and their pilots began showing up at our rocket and missiles launches. Though we did not know much about them at the time, we knew they had the best seat in the house. Prior to a rocket launch, as if on cue, they would perch in the sky from 1/8th to 1/4th a mile away to watch our vehicles take off.

Observers have reported numerous UFOs visiting White Sands, Cape Canaveral, Nuclear submarines, and Atomic Plants. It seemed they like to watch our big toys blast off. Other times, they chase our rockets in flight, like a cat catching a mouse.

This chapter is about UFO pilots watching rockets and missiles lunches. In some cases, these space pilots like to ride next to or above our rockets and missiles. Whether to say hello to whatever guidance system or astronaut we have on board, they soon zoom off and leave our humanmade objects in the dust.

UFOs pace B-50 aircraft prior to missile launch: On August 30, 1950, eight civilians and one Master Sergeant at White Sands, observe two disc-shaped objects following a B-50 aircraft before the launch of a Missile (MI-776; Bell Aircraft). The two object(s) were visible for 30 minutes. The following represents facts about the discs, They:

1. "were observed on August 30, 1950, at Holloman Air Force Base";
2. "exhibited a high-speed rate of speed for short distance.";
3. "made abrupt square turns";
4. "changed shapes from round to elliptical.";
5. "retained their relative position to one another";
6. emitted "no vapor trails";
7. "seemed to hover";
8. would execute "maneuvers and then accelerate rapidly";

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9. “appeared to be approximately ten times faster than the B-50 aircraft and the above aircraft.”[dcccvi]

UFO tracked at White Sands during missile launch, "Case classified": On July 14, 1951, a guided missile was launched at White Sands Proving Ground, New Mexico. Through a telescope, ground observers followed the missiles trajectory. The observers reported that during the missile flight, an unidentified flying object appeared near a B-29 in the area. The unidentified object was recorded on film and also confirmed by radar by two separate planes. [dcccvii]

The results were never published, and the contents are missing in the US Air Force Project Blue Book files. This case appears to be another classified encounter never released to the public.

UFO follows missile at launch, all recordings “confiscated and classified”: In the Fall 1955 investigator Paul Cerny, shared another UFO encounter at White Sands Proving Ground, New Mexico. According to the UFO research newsletter (Gordon Lore); a modified German V-2, was being prepared for launch. As is usually the case in early rocket testing, the film crew were on hand, and the radar and telemetry experts were on their equipment. Cerny shares:

> **“As the large missile fired and began to rise from the launching pad,' Cerny wrote in his report, 'a small football-shaped object about as large as the diameter of the missile suddenly appeared out of nowhere and positioned itself a few feet above and ahead of the rocket. This object, seen visually by the ground crews and other personnel and recorded on movie film, maneuvered in this approximate position ahead of the missile on its way up into the sky and out of sight.”**

Furthermore: The incident was hushed up, and the authorities confiscated the films in command of the launch facilities." [dcccviii]

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If true, this is clear proof that UFOs exist yet and the government denies their existence.

UFO tracked by radar during Missile launch: This next case is brought to us from NICAP and the file does not appear in project blue book. In 1962, a UFO appeared at an Air Force test range after a rocket launch. According to NICAP, once the rocket was launched a UFO appeared and followed the missile. As a result of the UFO's stronger signature pattern, the automatic radar tracking system switched from the missile to the Unidentified Flying Object. Radar monitored the entire 10-minute UFO encounter.[dcccix]

This UFO was tracked on military hardware and considered highly classified, so it was labeled "Top Secret". The formal report was not sent to project blue book. The report was sent someplace else.

UFOs recorded at Cape Canaveral rocket launch: This next case comes to us from the 'UFO Investigator' and a file for this event is not found in Project Blue Book. On March 18, 1963, a Minuteman Missile was launched from Cape Canaveral. Several minutes later, it was destroyed by NASA engineers as the missile veered off course.

1. Hovering in the sky off over the Atlantic Ocean off Cape Canaveral watching the launch was a bright UFO.
2. NICAP was notified of the UFO sighting by the ground observers watching the missile launch.
3. One witness reported the UFO suddenly appeared above the Air Force Test firing range before the launch.
4. NASA's automatic tracking system followed the UFO rather than the missile as it had a stronger radar "target" signature. NASA's radar system monitored the UFO for 10 minutes as it changed from a hovering position to scurrying above the range.
5. There were other reports by witnesses that sent in conflicting accounts which mentioned the UFOs suddenly

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appear after rocket malfunctions.[dcccx]

The fact a UFO appears before a missile and rocket launch is quite common. In the United States, such appearances happen the night before, the day of, just prior to, and after the launch.

In 2018, a sphere passed over a space X rocket at the exact time of the launch sequence. The missile then exploded on the launch pad. In the 1960's a large disc appeared over the Saturn V rocket as it emerged from an assembly building in California. Wherever our rockets are, it appears these space critters are curious about our technological successes as well as failures.

NASA observes UFO follow Arcas rocket: When an Arcas (sounding rocket) launched from Wallops Island, Virginia in 1965, it took 28 seconds for the missile to expend all its fuel. Ten minutes later ground observers reported a vast UFO streaking towards the station. Engineer Dempsey Bruton, Chief of Satellite tracking at Wallops Island reported the UFO: He said the UFO: 1) was "bright - yellowish-orange" in color."; 2) "was moving fast and overhead within 6 to 9 seconds."; 3) "was circular and about 1/4th the size of the moon. According to Bruton, its brilliance prevented seeing other details of the UFO." Security officers at Wallops confirmed the sighting and one officer Dr. W.D. Lewis said:

"the UFO shot straight up at tremendous speed and vanished."

According to calculations, Mr. Bruno believed the object was traveling 8,000 miles per hour or higher."[dcccxi]

UFO follows missile during Test: On September 2, 1966, just before 1:00 am, a bright light appeared on the flight path of a mission being conducted on the White Sands Missile Proving Ground Range. The light (UFO) "was larger and brighter than the planets Venus and Jupiter. Three groups of personnel witnessed the object before the final rocket stage ignition near Stallion Site. The object

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appeared between the observers and a small cloud moving circularly. This object was not part of the test." [dcccxii]

NASA confirms UFO follows Nike Missile launch: On March 30, 1967, NASA was conducting further atmospheric tests from Wallops Island with three Nike Apache sounding rockets. Ground observers reported a bright UFO appeared following the launch. [dcccxiii]

Ten of our Nuclear missiles shut down by UFO: In 1967 A UFO appeared over the Echo Flight Launch Control Center fifteen miles north of Lewiston, Montana. The Echo crew was a part of the Strategic Air Command Missile Combat group. Men would sit in bunker 60 feet below the surface and monitor the ICBMs 24 hours a day.

On March 16, 1967, a UFO appeared over the launch facility. The guards shocked at the strange object, hovering over the launch pad, called down to the bunker commander for instructions.

The captain on duty at the time was Robert Salas. After a few exchanges by phone, the ICBMs started to shut down one by one, making them useless in case of an enemy attack.

As soon as all missiles shut down, the UFO moved on. Not much time passed when the same or another UFO appeared at the Oscar flight ICBM facility. Oscar had the same experience as Echo, in that all of its missiles shut down, one after another.

Engineer experts were brought in to study the situation. After examination, the rocket experts declared the missiles were intact and there was nothing wrong with them. It took a day and a half to bring the ten ICBM's back up to launch readiness. In the end, a report was filed with proper USAF authorities declaring that a UFO purposefully shut down several launch sites.

The story above is but a small fraction of what Robert Salas tells us. If you would like to know more go to the cufon.org website and search for Malmstrom.[dcccxiv]

We were not able to find this case in project blue book however Captain Salas was able to obtain a copy of his report from

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the Freedom of Information Act and share with the Disclosure Project in 2001.

UFOs near Athena Rocket: On August 25, 1967 ground observer were watching the re-entry of an Athena Rocket at St. Vrain, New Mexico when they observed a UFO. The UFO was seen ten miles west of Clovis New Mexico over the firing range.

According to Navy Commander McBurney, what first appeared to be meteors re-entering the atmosphere, were identified as various stages of the Athena rocket burning off fuel. What happened next, confused the observers. One particular object: "descended, stopped and flew back into space." According to the observers, the object was:

1. “being ¾ the size of the moon”;
2. “being whitish yellow in color”;
3. “having a dim outline with a glow or halo behind it”;
4. “emitting no sound”;
5. “having a tail trailing the object that glowed”;
6. “changing shapes as it moved”

Those watching the UFO said it was descending at a 45-degree angle when it all of a sudden made a "U turn." The Air Force report indicates the object: "made a turn and went back out into space."

The UFO had no protrusions, or exhaust of vapor trail behind it. The object was at 35,000 feet reached 10,000 feet then went back out. The witness confessed: “I do not know what it was, I have my own opinion, but it has not been proved."

The Air Force considered the observer "reliable" and concluded the object was a possible "Hot Air Balloon" or "missile re-entry." [dcccxv]

The question I pose is, how does a missile descend to earth, make a “U-Turn” and head back out into space when it has no propulsion?

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This case was not about a hot air balloon or missile re-entry. It was some unknown object under its own power. It was a UFO!

[dcccxvi]

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Chapter 19: The FAA track UFOs / UAPs

Figure 27 Radar at Fortuna Air Force Station, [dcccxvii]

The Civil Aeronautics Administration (now FAA) came into existence in 1938 under President Franklin Roosevelt. It was charged to conduct accident investigations and recommend ways of preventing accidents.[dcccxviii]

Though a new authority was in place air accidents increased and from 1950 to 1955, over sixty-five collisions occurred in the United States.[dcccxix]

In 1957 the Federal Aviation Agency (FAA) and a Civil Aeronautics Board (CAB) came into existence helping to pave the way for safer air travel.[dcccxx]

The approaching introduction of jet airliners and a series of midair collisions spurred passage of the Federal Aviation Act on August 23, 1958.

Despite all of human regulation, air flight traffic regulation and oversight, there was one thing the CAA (FAA) could not do, that is regulate UFO traffic. UFOs had no transponders. They are able to enter our atmosphere at any time, fly in proximity to any aircraft whenever and wherever they want.

This chapter focuses on the CAA (FAA) tracking such UFOs.

CAA (FAA) employees report disc over Oregon and Washington: On July 25, 1948, two employees of the Civil Aeronautics Administration reported they witnessed a strange silvery "moon shaped" object pass over Yakima, Washington. Over in "Portland Oregon, Airport Traffic Controller Din Hunt and George

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Robinson said they saw the silvery disc-like object about 2:00 pm and then again at 4:20 pm."

The tower controller shared: “at first I thought it was the planet Venus, but after checking I knew that the planet couldn’t be seen here at this time of the year.” The ‘Amarillo Daily News’ shared that one of the controllers said the object looked as if it had: "flashing lights, something like an airliner's fog lights." The CAA officials confirmed no other planes were in the area and agreed that the UFO could not be: "a balloon because it was headed "against the wind." The news article states hundreds of people called into the CAA to report they had seen a disc.[dcccxxi]

CAA (FAA) official reports three discs at Derby Field, Nevada: On April 29, 1949, around 5:10 pm three individuals reported several silver discs over Derby Field, Nevada. Robert Adams, CAA aircraft communicator, and Mr. and Mrs. Eugene Capts witnessed the objects. The facts from this sighting as follows. The UFOs:

1. "required about a minute and a half to traverse an arc of 30 to 40 degrees";
2. “appeared to be traveling without dependence on one another”;
3. “were flying at an estimated altitude of 25,000 to 30,000 feet”;
4. “were traveling at 1,200 miles per hour.” [dcccxxii]

CAA (FAA) official reports three discs at Elko, Nevada: On May 2, 1949, at 10:15 an Airplane Communicator (CAA official) at his own home in Elko, Nevada spotted 3-disc-shaped UFOs flying in an inverted "V" formation in the sky. The objects were seen proceeding in a southwest direction. The shape of each device was round and had a metallic appearance like dull white "oxidized aluminum."

Each object appeared to be 30 feet in diameter. Based on his own experience with aircraft, he estimated the following facts in this

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sighting. The UFOs:

1. “appeared to be 14,000 feet”;
2. “were about 5 miles from town”;
3. “had no exhaust, and produced no vapor trails”;
4. “emitted no sound”;
5. "had no extensions or projections on the object (e.g., no wings or tail section)";
6. “speed was estimated to be 250 to 300 miles per hour”.

He retrieved his binoculars and said three of the objects veered left heading south. All three “tilted at an angle” in a precision movement and disappeared from his sight. Two other things he noticed: 1) when they tilted he could see the objects were "extremely thin and flat" and 2) the speed appeared to increase as they veered.

The witness contacted his superior at the Civil Aeronautics Administration in Elko by Phone. The Air Force interviewer noted upon examination that the witness had 20/20 vision and above average scores on this CAA classes.

His fellow workers vouched of his integrity, and the records reflect he did not drink or smoke and mentioned his high degree of dependability and truthfulness.

The Air Force presented a full report at the request of the District Commander and concluded the sighting was "Aircraft." Formal reports were sent to the Commanding General at AMC, Wright Patterson Air Force Base (OH), Hill Air Force Base (Utah) and Headquarters OSI. The report was part of Project "Sign and Grudge." [dcccxxiii]

Here is a case, where the observer was a CAA official. CAA officials understand aircraft designs, flight characteristics, speeds, communications and flight patterns. The official said:

1. “the objects emitted no sound (all planes emit sound)”;
2. “the UFOs had no tail section or wings (all planes have some form of tail section or wings or winglets) and finally”;

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3. "the objects "tilted," as far as I know not many wingless, soundless airplanes tilt. I am not sure what the Air Force thought when it classified these objects as planes."

Braniff passenger plane confirms UFO near Memphis, Texas: Around 9:00 am on April 18, 1950, two CAA officials from Clarendon, Texas contact the pilots of a Northrop F-61C to observe a UFO.

The object was a silvery object with an orange glow around its perimeter. The Clarendon observers in conjunction with observers at Childress, Texas, had triangulated the object's location near Memphis, Texas. After reaching 20,000 feet in the vicinity of Memphis, the object was sighted southeast of the plane's position. Sunlight appeared to be reflecting off its surface. Amarillo confirmed no other planes were in the area.

The CAA requested a B-36 take off from Fort Worth to view the object. After ten minutes this unusual object began to look like a weather balloon; however, the local weather station stated that a balloon would not be in the same location for four hours.

The UFO then "flew into or behind" the nearby cirrus cloud deck. After flying another five minutes, the object appeared slightly to the right of the planes at a higher altitude (30,000 feet).

They were now able to see the object clearly as it traveled under the cloud deck. The UFO had a silvery metallic color with a translucent quality. The shape of the object was “sphere-like” with prominent detents on the top and bottom, and with a dark streak or shadow connecting these detents.

For the most part, this shadow was vertical and appeared to "tilt" occasionally, resulting in a "sideways" movement of the object. The motion was not rapid, and any movement was of short duration.

The UFO presented no visible or apparent means of propulsion. The B-36 finally arrived at the location and proceeded to 46,000 feet but was unable to see the object. The object ventured into the cloud deck again and then came out for 30 seconds. It was at this point the planes oxygen supply ran low, and the crew had to

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return to base. The Air Force labeled the cause of this sighting to be the planet "Venus.[dcccxxiv]

According to several newspapers, hundreds of people gazed at the silvery colored object. Air Force Secretary W. Stuart Symington stated that there is "nothing at all" to such reports. Oklahoma City weather experts reported they released a plastic balloon on Tuesday, which could drift 150 miles at 55,000 feet. However, "Childress CAA chief W.A. Flippen said;

> **"It was plainly visible," and through the binoculars, it looked like a soap bubble."**

Two fighter pilots from the Dallas Air National Guard said they flew within 5,000 feet of the object. Their comments from the news articles reported:

1. "it wasn't a weather balloon";
2. “it did not move from its position, indicating to me it was not drifting with the winds, as would be a free-floating balloon”;
3. "that this was "something was moving under its power." [dcccxxv]

Several other newspapers commented on the same sighting. The information they provided was as follows:

1. “the object was “top shaped”;
2. “it was hovering at 45,000 feet”;
3. "it did not appear to be moving through the wind that was blowing seventy miles an hour";
4. “the pilots made no official report on their observation”;
5. “an official at Hensley field said no orders had been received to question the pilots.” [dcccxxvi]

Finally, the ‘Dallas Morning News’ shared the pilot's thoughts of the encounter:

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1. "we circled it three times, and I stood my plane on its tail directly underneath it at one time, putting it directly in my gun sight";
2. "It did not move from its relative position, indicating to me it was not drifting with the wind as would a free-floating balloon";
3. “two other pilots took off from Memphis and went to 14,200 feet and also observed the object. Ed and Lewis Foxhall reported the object was aluminum colored, shaped like a balloon, translucent with a dark center”;
4. “Braniff International Airways pilot Captain Carl Gray also reported seeing the object.”[dcccxxvii]

April 19, 1950, local newspaper, ‘The Dallas Morning News’, reported a rash of telephone calls from persons saying they saw flying saucers.

“At Austin and Sherman Texas witnesses reported to the ‘Fort Worth Star-Telegram’ a saucer-shaped object hovering for hours at 60,000 feet above the panhandle.”

“CAA officials, airline pilots, and Air Force pilots reported a "cigar-shaped or spherical shape" in the sky. Weather balloons launched that day did not meet the specifications of the altitude or maneuvers of the mystery object.”

“Carl Gray of Dallas, a Braniff pilot saw the object as he traveled to Denver, and said it was at 60,000 feet. He said he did not think it was a balloon. He said, it was not stationary, but it was not moving in any one direction."

“Jack Cox, a CAA aircraft communicator at Childress, reported the object there at 12:45 pm and watched it until the clouds covered it. W.S. Warren, a managing editor of the ‘Childress Index’, said it appeared at 3:00 pm, clearly visible and moving slowly. WW. Flippen, Chief of the CAA Childress station said: "if it was the same object at Clarendon it must be extremely large."

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“W.G. Estlack, an editor of the ‘Donley County Leader’, said it was at Clarendon about 11:00 am almost directly overhead and silvery bright. At 2:00 pm five miles west of Clarendon, W.J. Hightower CAA Aircraft communications officer said he saw the object.”

“Mrs. P.D. Harrison at Sherman witnessed 18 objects on Tuesday at noon over Sherman, ... the objects were noiseless and racing north, high and fast information."

“At Austin, Police Patrolman James C. Fann made a report to Headquarters and said while patrolling in his car; he confirmed seeing the silver looking saucer-shaped object with no wings traveling over at a high rate of speed.”[dcccxxviii]

CAA (FAA) UFO over Hamilton County, Ohio: On July 1, 1950, at 1:45 pm a CAA flight engineer reported a "wingless, fuselage-shaped" UFO over Cincinnati, Hamilton County, Ohio.

He said the UFO climbed:" ... up at a 60-degree angle into a sunny sky filled with cumulus clouds. After a quick acceleration, the grayish metallic object reached its new elevation at 16 to 18,000 feet, then stalled for about 10 seconds. While calling to his wife to witness the event, Mr. R. watched the object dive back to its original elevation before leveling off and racing westward...” [dcccxxix]

At 1:45 pm, a C.A.A. flight engineer with 11 years of aeronautical experience observed a "wingless, fuselage-shaped" object which maneuvered in a sunny sky. The UFO climbed at a steep angle, hesitated, dove and sped away to the west. Estimated speed: 5,000 mph. The object made no sound and left no trail. [dcccxxx]

200-foot diameter disc at Bradley Field, Hartford, Connecticut: On September 26, 1950, around 3:15 pm, two Civil Aeronautics Authority technicians at Bradley Field observed a 200-foot diameter tadpole-shaped flying saucer. The technicians watched the object for three minutes traveling at tremendous speeds.

The object was spotted over West Hartland Hills northwest of the field it then departed. They determined the object had to be at an altitude of 4,000 feet as the cloud base was at 4,500 feet. The two

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men having much experience with airplanes made the following comments:

> **"You can't put your finger on it in words because there's nothing you can compare it to. It was like something beyond the realm of probability and certainly not man-made."**

"It would be impossible for anyone to see the saucer if it was too close because of its tremendous speed." The body of the craft was described as having a translucence body, which appeared as "nothing more than a shimmering mass of gray smoke," but there was no smoke and no noise."[dcccxxxi]

“The chills went up and down my spine, and I felt a little sick."

If you go to this article, you will see a picture of the two gentlemen as well as a drawing of the craft.

CAA (FAA) Chief discusses UFO at Cleveland, Ohio: On July 19, 1952, during the evening a UFO was reported at Cleveland, Cuyahoga County, Ohio. According to the Associated Press:

The "control tower man at Cleveland Hopkins Airport said today they couldn't explain 'lights' in the sky over Cleveland. At least one said he had lost his skepticism over 'flying saucers.”

"Clark Croft, chief of the Civil Aeronautics Administration's tower staff, shared: "I'm ready to say something is doing. Our people have seen the lights, and experienced pilots have seen them."

> **"I haven't the slightest idea what they are, I'd like to think that whatever it is, it's our own, but I don't know."**

"The subject came up as the result of some reports in suburban Parma last Saturday [July 19th] that 'golden lights' were seen in the sky. Several control tower men said they hadn't noticed

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anything on that occasion but had seen 'lights' several times in the last two years."[dcccxxxii]

CAA and Air Force track UFOs over Washington, D.C.: On July 20, 1952, according to an Arizona newspaper, the CAA confirmed the tracking of flying discs over Washington DC on the evening of July 20th.

The Air Force at Andrews Air Force Base, had over the same days tracked the objects themselves, however, initially denied they tracked the same objects.

Andrews Air Force Base reversed itself and admitted that the Air Base radar picked up the objects for four hours after the first CAA report. Harry G. Barnes at hanger six at national Airport confirmed the tracking of seven to ten objects performing strange gyrations in the skies in a 30-mile radius above Washington.[dcccxxxiii]

U.S. Jets chase twelve saucers over National Airport, Washington, D.C.: This next case is very famous and well reported in regional papers throughout America. It begins around 7:08 pm on July 26, 1952, when the CAA Air Traffic Control and Andrews Air Force Base radar control centers pick up 4 to 12 unidentified flying objects on radarscope in and around Washington National Airport (now Reagan Airport). From the 'Longview News-Journal' we learn: The U.S. Air Force scrambled: "The two interceptor jet fighters" that "departed Newcastle Delaware (90 miles away)"; The CAA Air Traffic Control center radar experts guided the U.S. Jets to the "vicinity of the blips on their screen."; Andrews Air Force Base radar control said they picked up blips "moving slower between 30 and 90 miles an hour."

One pilot commented: "they were moving- faster than 800 miles an hour."; The UFOs "were tracked until 1:20 am the following day."[dcccxxxiv]

From the 'Abilene Reporter-News' we learn: "One pilot who saw four lights ten miles away and slightly above him said they disappeared before he could overtake them."

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The same pilot shared he later saw a UFO (“a steady white light”) “five miles away that vanished in about a minute.”;

The CAA national airport radarscopes reportedly "picked up eight objects on the screen the prior Monday."[dcccxxxv]

Commercial Airline pilots confirm UFOs over D.C.: On July 20, 1952, several Pilots and AirPort officials reported glowing objects over Washington D.C. At first, they believed weather inversion affecting Radar caused the UFOs. However, Captain S.C. Casey Pierman of Capital Airlines reported seven objects between Washington and Martinsburg, W.Va. The pilot confirmed the objects changed pace and at times traveled at tremendous speed and finally at times were motionless. He shared:

> **"In my years of flying, I've seen a lot of falling or shooting stars, but these were much faster. They could not have been aircraft. They were about the same size as the brightest stars and were much higher than our 6,000-foot altitude”.**

Another plane Capital National Airlines flight 610 was followed by one of the glowing objects within four miles of Washington. Air Traffic Control at Washington National Airport (now Reagan), reported eight unidentified images on the radar. These objects were in the vicinity of Andrews Air Force Base moving slow at 100 to 130 miles per hour. Ground Control contacted the Air Force and Pilot to report whether they could see anything. [dcccxxxvi]

CAA (FAA) official shares UFO encounter at Cleveland, Ohio: On July 22, 1952, according to a UP story, a control tower operator said "golden lights," have been sighted over Cleveland, Cuyahoga County and on one occasion he sent an airliner to look for something that appeared on a radar screen.

George Beers, a senior operator on the midnight shift of the control tower at Cleveland Hopkins Airport, watched from the

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darkened tower room while a light hovered north of the field. "We don't know what it was, but all six of us saw it."

Beers then says: “Another time I personally saw a light making a circular pattern over nearby Elyria. I picked it up on the radar screen and watched it.”

> **"I sent an incoming airliner over to take a look, and the thing disappeared from the screen."**

"On another occasion, a tower operator and an incoming pilot both reported seeing the light that "climbing at traveled in an easterly direction much faster than the normal operational speed of any aircraft known to be in the vicinity,".

This incident was quite some time ago and reported to authorities at the time”.[dcccxxxvii]

CAA (FAA) reports UFO at Memphis Municipal Airport, Tennessee: On July 24, 1952, around 6:00 am the CAA Airport Traffic Controller and others reported a UFO over the Memphis Municipal Airport. According to the observers, the object traveled against the wind was not a meteor and was moving too fast to be an aircraft.

Furthermore, no air traffic was reported in the area. A Report for the UFO was submitted to Maxwell Flight Service Center. Lt. Colonel Frank M. Allen, USAF made the report. A Teletype was sent to Director of Intelligence HQ-USAF Washington (DC), ATIC Wright Patterson Air Force Base (OH), CG Ent Air Force Base, Colorado Springs (CO), CDR MATS Washington (DC).[dcccxxxviii]

CAA (FAA) confirms UFOs at Washington D.C.: On July 29, 1952, the CAA picked up UFOs on Radar over the Nation’s Capital. The ‘Washington Daily News’ on Tuesday (July 29th or 19th) published the following statements.

The first admission was the Civil Aeronautics Administration radar control picked up multiple unidentified flying objects over Washington, D.C over a six straight hour period. According to the

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CAA, the objects were traveling between 100 to 120 miles per hour in a 10-mile arc around the capital between Herndon, Virginia, and Andrews Air Force Base. Radar confirmed objects were present over the last two weekends (Saturdays) beginning at 1:30 am up until 6:00 am.

At times there were between 8 to 10 objects on the scope at the same time. Later CAA officials come forward to admit these flying objects move so fast they disappear from the radarscope when they accelerate out of a particular area.

In a few instances, while talking with pilots, the pilot would see the spacecraft take off at excessive speed while (at the same time) ground-based radar experts at Capital Airport (now Reagan) observed the blip disappear off the scope!

It was then determined the radarscopes were not calibrated to track the excessive speeds of the UFOs. The usual radarscope at the time would pick up objects flying as slow as 0 mph (hovering) up to approximately 1,000 mph.

When these objects took off, they would go anywhere from 0 to 18,000 miles per hour. The radar scopes could not keep up and would drop the blip when the speed exceeded 1,000 mph. This was also confirmed at the Fort Monmouth, NJ incident in the 1950's. [dcccxxxix]

CAA sends Eastern Airline plane after UFO: On July 29, 1952, the 'Naugatuck Daily News' published the story of 8 to 12 objects flying over Washington, D.C. at 1:30 am. The objects remained over Washington up until 7:30 am. The objects shown on Civilian and Military Radar continued to circle the city in a 10-mile radius traveling at 120 miles per hour. The article shared a local CAA official directed an Eastern Airlines Pilot to the vicinity, however, on the approach the objects disappeared. [dcccxl]

CAA officials observe UFOs, Air Force launches Jet to pursue saucers: On August 2, 1952, three of the Air Force fastest Jets were sent to intercept two saucers over the Mojave Desert after

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CAA and Sheriff officials reported devices were hovering near Palmdale, California.

Two CAA officials observed the red objects over Palmdale Airport around midnight hovering overhead for 30 minutes. During the same time, period State Fish and Game Commission contacted the Sheriff's department observing the two objects. Warden Jack Roff stated: “one descended like a big mechanical bird while the other remained stationary for 15 minutes”. He further stated they were swinging like a pendulum across the sky, traveling east to west. [dcccxli]

CAA confirms radar hits on 68 UFOs at Washington National Airport (Reagan): On August 13, 1952, over a three-hour period a total of 68 unidentified flying objects were visually sighted and tracked by radar within ten miles of Washington National Airport. The Civil Aeronautics Administration confirms this in an official document, which was not released to the public.[dcccxlii]

Given this statement is true, we suspect Radar is normally picking up UFOs over D.C. and not shared with the public.

CAA (FAA) and Air Force pilots confirm UFO at Caribou, Maine: Around 5:30 pm on November 4, 1952, several military officials and commercial pilots confirm the sighting of a UFO over Caribou, Aroostook County, Maine.

Of the four observers, two were Air Force pilots in a T-6, one was the CAA tower operator at Millinocket, and the final witness was a Northwest Airlines pilot. The first and second pilot in the T-6 reported a white light appearing to be stationary or traveling very slowly. They took readings of the location of the object. The object seemed to descend toward the horizon and changed colors from white to red then to orange. The pilots did not know what the UFO was but included in their report it could have been a planet or star having light refraction through earth's atmosphere. On the other hand, the CAA Senior tower operator said he knew it was not a star from its actions and size.

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The CAA official said the object changed colors from red, amber, and green and that these lights "stood out very sharp." A Northeast Airlines flight 12 coming into Presque Island also believed the thing could be a star. The CAA tower operator saw the object appear and disappear several times, move and change altitude very rapidly several times and location several times. The CAA official became convinced this thing was not a star.

The Commander of the 74th FTR Intercept SQ Presque Isle Air Force Base Maine sent a Teletype message to the following commands: 1) Director of Intelligence HQ USAF Washington (DC); 2) ATIC Wright Patterson Air Force Base (OH); 3) ADC Ent Air Force Base (CO), and 4) EADF Stewart Air Force Base (NY). The Air Force concluded the pilots saw an "Astronomical Event."[dcccxliii]

The CAA official was right in that Stars “do not rapidly change altitude several times”. This meant the object was under someone’s control. Therefore, this case is mis-classified.

Control Tower operators see UFOs at Love Field, Dallas: On January 4, 1953, around 7:30 pm a man in an automobile chased a mysterious flying object to Cooper, Texas northeast of Dallas.

The object approaching Dallas at an altitude of 3,500 feet was in full view of pilots and control tower operators at love field. Many pilots interested in the UFO hurried to the control tower to view the flying object with the tower operators. The two aircraft controllers on duty submitted statements to the Air Force.

One Tower controller Wylie V. Moore told Air Force investigators: "I first saw the light at 0105 CST north of the tower. The only color visible at this time was red.”

“I didn't pay any attention to it, thinking it might be an airplane. Looking back again, I noticed the light had moved south-southeast to the east-northeast of the tower. It appeared to turn towards the tower. What led me to believe this; was that the light seemed to get brighter.

I asked Mr. (deleted), who was on duty with me, to look at the light. At this time the light hovered for about ten minutes. I estimated the light to be 50 miles away at about 2,500 feet.

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It is hard to tell the distance, so therefore my estimate could be wrong. After hovering a while, the light moved through a 25-degree arc in about twenty minutes going up but still moving south."

Air Force investigators pressed the controller for a better description of the object. He told them: "I cannot give the size of the object. At first sight, without the use of binoculars, the object looked like a star. However, as soon as I used the binoculars, I noticed that the object had a definite shape. Because of the protruding nose and sweptback wings, I thought it might have been a P-47 or possibly some delta-wing plane. The outer edges of the object were very well defined, whereas, the trailing edge with the colors changing from red to orange seemed to be a jet stream." [dcccxliv]

Several newspapers carried the story of the UFO seen over Dallas. The following are some quotes taken from these articles: Mr. W. V. Moore who was a CAA official (Tower man) at Love Field said Wednesday (7th) he never again would laugh at people who say they saw a flying saucer. On Tuesday he observed a mysterious object glide across the heavens for more than an hour. Moore sketched the phenomenon as he sat in the control tower.

> **"It was fantastic," he said. I only wish I had the vocabulary to describe what it looked like".**

Around 1:00 am Mr. M. F. Fetchenback another traffic controller first noticed the object. Fetchenback asked Moore: “Have you ever seen anything like this?”

Moore said Fetchenback pointed out the object high in the dark sky and northeast of the field. “I would estimate that it was about 50 miles away and about 2,000 feet high when we first saw it”. Moore described the object as shaped like a triangle with “delta type (swept back) wings. He said the tip was green, the swept back sides a brilliant white and the rear was jagged and had a less definite shape.

He said the center was a brilliant circle of red with a white center that flashed on and off. The veteran observer, in trying to estimate the speed said: “I’d say it was going from 100 to 600 or 700 miles per hour”. He said they watched it with the naked eye for four or

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five minutes as it hovered on a line running northeastward across the sky. “Then it turned and started to go straight up.”

They then got the binoculars and stated the saucer did all sorts of maneuvers. "It dived, ran sideways and went straight at various times." Moore then said he: "laughed at a fellow in South Texas who was one of the first to report that he had seen a flying saucer. If I ever see him, I'll apologize for thinking he imagined things."

The US Air Force Files concluded the object causing this sighting was Venus / Jupiter.[dcccxlv]

This conclusion is another perfect case where the Air Force investigator entirely missed the mark. Naturally, tower control operators can quickly identify the planet Venus and Jupiter and what they described had no bearing on any world. Whatever this thing was it was:

1. Equipped with swept back wings – like a delta-shaped ship;
2. Able to travel across the sky at 100 to 600 miles an hour;
3. Ready to turn in midair and ascend;
4. Ready to dive, go sideways and fly straight;
5. Hover at 2,000 feet.

If the Air Force had been correct in its interpretation of the planet Venus is the actual cause of the sighting, then everyone and everything in the state of Texas would be no more.

CAA (FAA) official tracks 200-foot-long UFO over Trinity (atomic) bomb site, New Mexico: This case ties in with the Stokes Egg-shaped UFO craft which disabled several cars on a New Mexico Highway. Researcher Francis Ridge, of NICAP, has extensive information about this particular UFO sighting. If you have time, I suggest you read the evidence he presents at the NICAP.org website. In a nutshell, the luminescent egg, appearing the size of an automobile appeared at an altitude of 100 feet off the ground.

On November 4, 1957, a large "brilliant colored egg-shaped object" stalled 13 car engines near Holloman Air Force Base White Sands Proving Ground, New Mexico.

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Military officers spotted the same egg-shaped object hovering above old bunkers once used in the atomic bomb tests. The object made no sound, left no vapor trail and was brilliant as the sun. One military patrol over the weekend mentioned the object appeared to be 200 feet long and 75 feet in diameter. What is interesting about this case is that two FAA (formerly known as CAA) officials tracked the elongated object on radar and visually witnessed the sight over Kirtland Air Force Base around 10:45 pm. [dcccxlvi]

It crossed the runways, taxiways and unpaved areas and approached the control tower. According to the eyewitness reports it appeared to be standing on its nose. As with the majority of egg-shaped UFOs, this craft displayed no wings, no tail section, and no fuselage. The unusual characteristic of this sighting was the egg craft was elongated in a vertical direction rather than the typical horizontal display. This flying object was tracked on Radar as well as seen visually. There was no confusion, something was flying in the skies over New Mexico, and it was not made by human hands. [dcccxlvii]

One patrol reported the object touched down briefly at the Trinity Site. The other groups said it only hovered over the spot. Lt. H. F. Henry, a company commander at the stallion site on the grounds, inspected the scene and found no visible markings.

The testing center reported officials that two patrols sighted a very bright object.

The reports from the patrols said the UFO was a cigar, 200 feet long and 75 feet in diameter. The patrols said the UFO was about 50 yards above the ground. The object was seen twice on Sunday at 2:30 am and 8:00 pm – both times spotted by patrols. One spokesman said the missile centers radar unit did not pick up any object on its screen.[dcccxlviii]

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CAA officials speak about UFO after Condon Committee:

We have much appreciation for the research conducted by Dr. James E. McDonald in this next case. We would have known nothing, of its importance if he did not persist in digging into the facts. Dr. James McDonald discovered the Condon Committee overlooked essential details into the case which now reveal significant revelations about UFOs visiting sensitive military installations.

On November 4, 1957, around 10:45 pm another UFO appeared over the bunkers at Kirtland Air Force Base, Albuquerque, New Mexico. Perhaps no other report reflects a full cover up like this case that was not followed up by the Condon Committee. The notes below come from the investigations of Dr. James E. McDonald.

Just north of Holloman Air Force Base, on the 4th, another UFO event occurred between 10:45 pm and 11:04 pm at Kirtland Air Force Base, New Mexico. Two former CAA (now FAA) officials carefully observed a UFO from the Control Tower at Kirtland. This strange object approached the base, hovered and then departed.

The final report stated the Radar return blip: "showed no characteristics that would have been beyond the capabilities of the more powerful private aircraft available aircraft available at the time." The Condon Report stated: "There seems to be no reason to doubt the accuracy of this analysis."

Dr. James E. McDonald investigated this case and located the two CAA officials who had not been contacted by the Condon Committee to verify the initial Air Force report to determine its accuracy. In fact, after Dr. McDonald located the two officials, he conducted five separate phone interviews to flush out all the facts of the events that evening. The following information comes from the interviews of Controllers R.M. Kaser and, E.G., Brink.

After McDonald shared the Air Force findings with the Controllers of the events that evening, they responded:

"The object was so unlike an aircraft and exhibited performance characteristics so unlike those of any aircraft

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flying then or now that the "private aircraft" explanation was quite amusing."

Dr. McDonalds' research showed the two CAA controllers had never heard the final Air Force or Condon Committee explanations of the case. According to the two CAA officials in the tower, they said the object:

1. “Came down in a rather steep dive at the end of Runway 26, left of the flight line, crossed the runways, taxiways and unpaved areas at a 30-degree angle and proceeded to towards the CAA tower at an altitude of tens of feet above the ground”;
2. “The two observers used 7X binoculars to establish the object had no wings, tail or fuselage, was elongated in the vertical dimension and exhibited a somewhat egg-shaped form (Kaser)";
3. “The object was 15 to 20 feet in vertical dimension, about the size of an automobile on end, and had a single white light on end”;
4. “Both men stressed to Dr. McDonald: “it in no way resembled an aircraft”;
5. “It came toward them until it reached the B-58 service pad near Area D (Drumhead Area, a restricted area), 3,000 feet from the tower near an old machine gun calibration bunker.”;
6. “The object continued to move, then climbed at an extremely rapid rate – "Mach 1"(which Kaser said was far faster than that of such modern jets as the T-38). Note the T-38 was made by Northrop and had a top speed of 858 mph; General Electric made the engines”.[dcccxlix]

“The Condon Committee on this case misrepresented the facts sharing the Air Force notes clearly stated this case was a misidentified small private plane that attempted to land in the rain and then after realizing it made an error, departed the base. The facts of this case reveal any plane whether military or civilian would have

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been observed, communicated with by the control towers and then allowed to land once given permission.

Furthermore, the control tower records would have shown what transpired. However, in this case, no official records of such approvals were provided, and no communication with the so-called private pilot was ever recorded or maintained, leaving one conclusion. These records simply did not exist".

"In direct contrast to the Condon report was the fact; the two observers witnessed the entire event. The Condon report stated a building blocked the observer's view. Dr. McDonald later proved there was no building in the way of seeing the object only a chain link fence as confirmed by the initial Air Force report and the Observers own memories."

"Radar tracked the unknown object as it moved easterly when the alert call came from the tower. It then turned south at a high rate of speed. It orbited the Albuquerque Low-Frequency Range Station for some minutes then took up a trail position a half-mile behind an Air Force C-46. It followed the C-46 until it was off the radarscope."

We can see above, Dr. McDonald was on to something. This UFO case event was misclassified, for National Security reasons.

Questions we should be asking ourselves is why Condon would fabricate changes to the original Air Force reports by adding a building that would block the observer's view? Why would the Condon committee not seek and interrogate the CAA observers (when paid nearly half a million dollars in Taxpayer money to conduct such study) to corroborate or validate the Air Force report? Why would the Condon Committee indicate to Congress, and the Air Force this event was caused by an aircraft, when evidence proved, it was anything but the sort?

The FAA contradict, USAF position on UFO report:

In what turned up as a potential Air Force Coverup, The Federal Aviation Agency revealed to NICAP that on September 24, 1959, officers observed a large disc being pursued by a formation of F-102's, while they tracked it on FAA radar equipment.

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The Air Force had tracked a UFO by radar for over an hour. However, the Air Force stated the UFO was "probably a balloon."

Two Radar tracking centers (Redmond and Seattle) FAA reports contradict the Air Force reports. This FAA report was corroborated by a third FAA center in Los Angeles. The characteristics of this sighting by the officer witness Robert Dickerson was;

1. the color was a strange bright light;
2. it descended so rapidly he stopped his patrol car fearing it would hit the ground;
3. The object stopped at two or three hundred feet;
4. the objects glowing light lit up the trees in the area;
5. it hovered for several minutes;
6. it moved back and forth;
7. As he approached it, the objects glow turned orange, accelerated away to a point, ten miles away and hovered.
8. FAA flight specialist confirmed the sighting through binoculars at the local airport (Redmond);
9. F-102's launched from Portland Oregon;
10. Once approached by the F-102's it accelerated away through the clouds.
11. Later it came back;
12. Redmont Radar stated the elevation of the craft was between 6,000 to 54,000 feet during its erratic movements. [dcccl]

Controller confirms UFO at Eden Prairie Airport: Researcher and author Jerome Clark report on a UFO case that occurred at Eden Prairie, Minnesota on November 9, 1965.

According to the case, the "controller for the Eden Prairie airport observed a UFO about 80 feet in diameter at an altitude of 3000 to 4000 feet." A Patrolman of the Shakopee police force witnessed "the object flying parallel to the earth at 1,000 feet".

The officer: "knew it was not a meteor as it was cruising faster than a plane on a constant path." He shared:

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"At first, I thought it was a meteor, but a meteor would fall, while this was moving parallel to the earth". [dcccli]

FAA reports UFO mothership with smaller discs, Texas: On February 1967 FAA Flight Service personnel and control tower operators reported a giant UFO over San Antonio, Texas. Control tower operators reported observing a large UFO moving slowly under the cloud layer. While watching the massive ship, they said smaller objects emerged from the enormous craft and flew away rapidly toward the southwest. [dccclii]

FAA confirms tracking UFO in New Jersey: Around 10:00 pm on February 24, 1967, a Southern Jersey Airways mechanic reported a UFO while driving along the Garden State Parkway City, about 15 miles south of Atlantic City. The UFO had the following characteristics:

1. "the UFO was glowing orange";
2. "It was traveling at an estimated speed of 100 mph";
3. "It appeared at 1500 feet";
4. "It moved quickly toward the ground and disappeared";
5. "It soon reappeared and headed south toward Cape May."

In a letter to NICAP, the Public Affairs Officer of the Center's National Aviation Facilities shared the FAA of a UFO Radar tracking has been received from FAA Experimental Center at Atlantic City, New Jersey. The statement from the FAA said:

"I can confirm the reported radar tracking of a UFO at this Center...

to the extent that our air traffic facility did have an unidentified target on its radar at the time and in the vicinity, a motorist reported a UFO."

The witness also said, in a newspaper report, that a check with Cape May and Atlantic County airports received no planes had either

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landing or taken off during the time of the sighting.[dcccliii]

Piedmont Airlines Mechanic and FAA employees report two UFOs at Airport: On May 10, 1969, around 12:50 am FAA employees observe two UFOs at McGhee Tyson Airport in Knoxville, Tennessee. A Piedmont Airlines senior mechanic R.H. near a hanger turned around to see an object in the sky. In pointing the UFO out to two other employees, they agreed: "they'd never seen anything like it before." R.H. then rushed to the FAA flight service station to report the UFO. The UFO:

1. was “bright metal colored”;
2. “moved across the airfield”;
3. "began to zig and zag”;
4. “then sped up” and began “ascending and accelerating”;
5. was “cylinder-shaped”;
6. was “standing vertically on end”;
7. had “an orange light at the bottom.”

One FAA employee believed the object to be a re-entering satellite. R.H. mentioned:

"it's the first one I've seen that was "ascending and accelerating."

Then returning to the Hanger, R.H. observed a second object, identical to the first one through binoculars. All witnesses agreed: "it wasn't any known aircraft, balloon or helicopter." The FAA did not pick up any craft on its radar despite the early theory that it was an experimental military aircraft. R.H. having seen F-104 capabilities before said: "they made no sound and traveled at speed greater than any aircraft I have ever seen." "All of us agreed that the FAA explanation was ridiculous." [dcccliv]

A drawing of the object is in the ‘UFO Investigator’ magazine. The UFO appears to be a cylinder-shaped object standing vertically on end with a light at the bottom.

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Chapter 20: The U.S. Military Track UFOs / UAPs

Figure 28 UFOs / UAPS near radar station, [dccclv]

UFOs / UAPs have been tracked on the radar since the mid to late 1930s. Though most of us were not around to see radar's creation, we are reasonably well educated of its use today.

We know, many countries during World War II used the early radar units to track incoming enemy planes. Today, we also know that Air Traffic Controllers use radar to help locate planes near one another.

Furthermore, sophisticated satellites assist us in tracking commercial and military planes using transponders. It's this equipment that can pick up UFOs / UAPs in US skies. That is, radar can pick up a metallic object that is or is not supposed to be in commercial or military flight paths. So, what are these UFOs, and where did they come from?

My father, Colonel Alston Chace, was the cadet chaplain at the Air Force Academy, and one of his assignments was to visit the men and women at the Cheyenne Mountain Complex. Cheyenne was a NORAD facility which tracked incoming and outgoing air space objects. NORAD stands for the North American Aerospace Defense Command.

Though no one spoke out of turn (discussing UFOs / UAPs), my father was a welcomed friend to those needing spiritual guidance and counseling.

Since my father was at NORAD, several former employees have admitted they took part in tracking UFOs/UAPs. Furthermore,

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they verified some of these ships traveled over 10,000 mph and, in some cases, over 20,000 mph.

In this chapter, we discuss the early radar units and the ability to track UFOs coming near our installations and planes.

U.S. military tracks UFO 200 miles above the earth: In August 1947 a radar technician at Watson Laboratories informed authorities he tracked several motionless discs at 200 miles above ground.

Holloman Air Force Base had released two balloons with a corner reflector while Watson Labs was testing a modified SCR-270 radar tracking device at the base. The files indicate the following facts:

1. “While observing the balloons through a pair of binoculars, a round white object, came into his field of vision”;
2. “The observer followed the UFO as far a possible but lost it in seconds”;
3. “The UFO was traveling at an unprecedented rate of speed”;
4. “It appeared to be several thousand feet over the top of the Sacramento mountain range, traveling in a horizontal flight towards the north”;
5. "The Air Force files indicate while manning the M-2 Optical tracker, several other round and flat UFOs were determined "unexplainable."

The Air Force concluded the radar scope sighting was most likely caused by "false returns." [dccclvi]

Though the Air Force labeled the case as "false returns," the conclusion does not account for the visually recording the white UFO through other optical scopes. A "false return" cannot be false when you are staring at it through binoculars and telescopes."

Flying disc tracked on Radar over Fort Monmouth, New Jersey: Around 11:10 am on September 10, 1951, a military radar unit at Fort Monmouth, New Jersey picked up a fast-moving UFO.

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The UFO was no farther than 12,000 yards. The radar operator noted the UFO “presented an unusually strong return for an aircraft being comparable in strength to that usually received from a coastal ship. The operator initially identified the target as a ship and then realized that it could not be a ship after he observed its extreme speed."

Around 11:40 am “an Air Force officer piloting a T-33 jet trainer made visual contact with a large object he estimated was some 40 feet across which was moving through the sky near Point Pleasant.” Pilot Lt. Rogers shared the following:

> **"It appeared to be circular in shape, however, at one time I saw it edgewise where it gave a flat appearance. The design of the object could be said to be identical to a discus as is used in track events.”**

When first sighted, I would judge that it was between 5,000 and 8,000 feet over Sandy Hook. It appeared to be descending when I first saw it at Sandy Hook and appeared to level out in flight just north of Red Bank, New Jersey and continued on the same path at the same altitude until it disappeared. At the point of our first sighting of the object, I started a descending 360 degree turn to the left from 20,000 feet to 17,000 feet, gaining airspeed from 450 mph to 550 mph on a course paralleling that of the object until it was lost from sight."

"In our training and daily practice as intercept pilots, we must note accurately the times at which the object of the interception is first sighted. I did this automatically when I first sighted the object over Sandy Hook and noted the time to be approximately 1135 EDT, 10 September 1951.

“Although we were on a direct course for the destination of Mitchel Air Force Base at 20,000 feet at the time of the sighting, I was so amazed at the speed of the object that I immediately started the turn to the left. I waited for Major Ballard to get through with the radio conversation he was having with Sam Worth so I could point the object to his attention and we both watched it make a 90 degree turn to the left and kept it under observation together while it covered

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approximately 20 miles and disappeared out to sea. The object appeared to be banking as its course described a radial 90-degree turn to the left."[dccclvii]

UFO tracked on AF radar at 2,500 mph, Duncanville, Texas: On April 4, 1952, around 8:30 pm at Duncanville, Texas, USAF Cpl. Billy D. Greer and PFC John W. Harrington of the Radar Maintenance Section, 147th AC&W Squadron, tracked an unidentified target by FPS-10 radar to the Northwest at about 80 miles moving at high speed of about 2,500 mph until it disappeared off the scope at a maximum range of 260 miles. [dccclviii]

Radar picks up six UFOs, eight fighter Jets scramble, Chicago, Illinois: On June 3, 1952, six to ten objects were detected by radar at 25,000 feet traveling at a speed of 450 miles per hour over Chicago, Illinois. The radar unit used by the 755th AC&W Squadron showed good sized returns on their scopes. Eight Fighter jets from three Air Force bases were launched to pursue the UFOs. The Director of Intelligence confirmed two aircraft left Lockbourne Air Force Base (OH), two jets from O'Hare Air Force Base and four aircraft from Selfridge Air Force Base (MI).

The radarscopes indicated the objects changed directions a few times along the lakeshore then turned again. The objects disappeared from the scope by 10:16 am. Identification of the objects on the radar scope was not determined. The Air Force then concluded the blips were considered a "Radar Malfunction.[dccclix]

Radar Malfunction? Radar had been operational in the United States since the 1940's. One would think errors would have been worked out. However, as we study other Radar cases throughout the 1950's in many states, this same "conclusion" was used on similar UFO sightings. One has to ask if this indeed a malfunction situation or a chance to push this case under the rug.

Eleven UFOs tracked on radar, traveling between 12,000 and 20,000 knots, "Meteors do not make right-hand turns", Osceola, Wisconsin:

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On July 13, 1952, between 1:35 and 2:23 am eleven objects were captured on Radar by the 674th AC&W squadron at Osceola, Wisconsin.

The UFOs were pegged flying between 12,000 to 20,000 knots. According to the plotters there seemed no organized formation during the time.

The ground radar, deemed functioning correctly and monitored the UFOs. One of the UFOs went beyond the limits of the equipment (flew faster than the detector could calculate).

Though each of the objects showed 14,000 to 20,000 knots in speed, the weather conditions did not permit the launch of interceptor jets. The Air Force interviewer documented the witnesses were competent personnel using Electronic Sighting equipment had recorded the sightings. The Air Force concluded these objects were meteors. The report stated: "meteors can cause radar returns." [dccclx]

The only problem with the meteor theory is that the radar paints showed a number of the objects made left hand or right-hand turns. “Meteors do not make turns”. This is another mis-classified case.

U.S. Navy Ground radar and F-94’s track four UFOs over Virginia: On July 26, 1952, Navy Ground Radar and Airborne F-94's reported contact with four UFOs in V formation over Newport News, Virginia. In the first sighting, ground observers saw a brilliant luminous bright silver, red and green object hovering over the James River Bridge. The UFO remained at 1,500 feet for 1/2 hour, then ascended towards the East where it was seen by the Langley Air Force Base tower.

Then at 12:52 am, Naval Radar at Norfolk said they detected four objects that seemed to be stationary. For four additional minutes the Navy tracked the UFOs. Then 1:25 am two F-94 fighters from the 148th Fighter-Interceptor Squadron were scrambled from Fort Eustis, Virginia and they reported radar contact at 10,000 feet with four objects in a V formation.[dccclxi]

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Radar tracks another pack of eleven UFOs over Wisconsin: On July 29, 1952, between 1:30 and 2:30 am radar operators on the ground near Osceola, Wisconsin observed a cluster of UFOs.

This report is one of the Project Blue Book unknowns that have very little information. What we do know is ten small radar targets, as well as one large object, was picked up near Osceola, Wisconsin. The smaller UFOs were moving between 50-60 knots (60-70 miles per hour) following one another. The massive object was tracked moving at 600 knots (700 miles an hour).

According to the file, all UFOs were monitored for one hour in a loose formation. The Radar men mentioned at one point all the objects traveling together after 30 or 40 miles would all of a sudden disappear. A pilot in a jet was dispatched at was able to make visual contact of the objects at 125,000 feet in altitude. An interception was not possible.

Finally, the Air Force concluded a final analysis could not be made. The conclusion was “Unknown”. Another document in the file stated a possible condition for the radar sets giving aerial objects was that of temperature inversions in the area. [dccclxii]

The significance of objects disappearing from radar scopes was solved during the aerial incursion over Washington DC during the same few weeks.

The CAA operators in conjunction with airborne airline pilots observed the ships would "jump" to faster speeds in which the radarscopes could not keep up.

The calibrations of the radar scopes h speeds of had been set for the standard human aircraft design. When the airborne pilots witnessed the ships take off "jump," the radarscopes at National Airport would see the blips disappear.

The UFO encounters at Fort Monmouth New Jersey and CAA National Airport established that objects could reach speeds beyond the settings of our Radar sets. Radar sets were later modified to allow a far greater range of speeding objects to be monitored. In the case of NORAD, all radar sets were recalibrated to "eliminate UFOs" as a

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result of the sheer volume of incoming and outgoing objects cluttered their screens.

B-29 confirms radar speed of UFO over 9,000 miles per hour: On December 6, 1952, the crew of a B-29 flying over the Gulf of Mexico towards Galveston Texas observed several UFOs on Radar for ten minutes.

The following is a collection of the excerpts of certified statements of those crewmembers. M/Sgt B. Purcell reported: “At 11:25 am an announcement was made over the interphone, to the effect that unusual objects were appearing on the radar scope. The radar operator clocked the object (about four or five were clocked) and called the times to me; and I computed the airspeed of the objects average 5,240 statute miles per hour. Twice during the period 11:25 and 11:37 the radar operator reported the objects to be passing at "three o'clock." Upon looking out the window, I saw a blue streak travel front to rear and disappear under the wing."

2/Lt R. Eckert reported: "The Instructor Navigator was looking at the radar scope at the time the unidentified object appeared. I looked over his shoulder 3 or 4 times to look at them, and I saw about 1 or 2 of the objects on the scope each time. The objects moved about 5 miles every time the sweep went around. The sweep makes a revolution every 2 and ½ seconds. One object came directly towards the center of the scope and disappeared.”

1st Lt Norman Karas reported: "I noticed an unidentified object approaching our aircraft at a terrific rate of speed. I timed it as best as I could with my stopwatch over a known distance, and the instructor flight engineer computed the speed as 5,240 mph. I alerted the entire crew to look for the object visually, and some flashes of light were noticed. The closest the objects came was approximately 20 miles. I saw about twenty objects in all, sometimes as much as two and three on the scope at one time.

I re-calibrated the set, and there was no change. "The object was small and possibly round, except for one very large return shaped as follows: "C" moved as arrow indicated. "I also noticed a large return come up to within 40 miles of our tail from behind, and

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then disappeared. "To the best of my knowledge, I believe that this object was real and moved at an extremely high speed and was not a set malfunction or optical illusion."

Lt. William W. N., reported: “contact was broken off at 0535 after a group of the blips merged into a curved arc about 30 miles from our aircraft at 320 degrees and proceeded across the scope and off it at a computed speed of over 9,000 mph." [dccclxiii]

Commander of Northern Japan Air Defense Force confirms tracking UFOs:

During 1952 UFOs are seen by many Military Jet pilots in Japan, Korea, and Russia. Colonel Curtis R. Low, commander of the Northern Division of the Japan Air Defense Force, stated that the flying clusters were seen by fighter pilots and ground personnel and were tracked on radar. Furthermore, intelligence reports stated:

“There are too many indications of the presence of something….
To be considered an observation of nothing”.

They further discounted the possibility the sighted objects were “reflections of light”.[dccclxiv]

Bergstrom Air Force Base picks up UFO on Radar, Austin, Texas: On January 23, 1953 the GCA scope operators at Bergstrom field, Austin Texas picked up two mysterious objects on radar.

According to the scope signatures, these objects were exceptionally large similar to a large formation of aircraft. One of the large objects was stationary (hovering) at 21 miles out from Bergstrom field. The other object was tracked moving faster than jet aircraft.

The Air Force file confirms there were no large formations of planes in the area at the time. The operators attempted a visual sighting from Bergstrom Tower but they were unable to see the floating objects. When they returned to the radarscopes the moving object then "halted" and remained in sight for three seconds.

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A Teletype report was prepared at CGADIV Bergstrom Air Force Base (TX) then forwarded to the following commands: 1) HQ USAF, Intelligence Washington (DC); 2) ATIC Wright Patterson Air Force Base (OH); 3) CG Ent Air Force Base (CO); and 4) CGSAC Offutt Air Force Base (NE). The Air Force concluded that "weather" affected the Radar AM/NPM-1 GCA set. In their analysis, they concluded that some weather phenomenon like ice, clouds or rain clouds caused the blips.[dccclxv]

Though the Air Force analyst had a good reason for the stationary object, what it could not tell us was how the other object, presumably an ice cloud or rain cloud, could travel faster than a jet aircraft. It seems the cause of this sighting was incorrect and should have been classified as an unknown or unidentified object.

Four giant UFOs tracked on Air Force radar, New Mexico: On December 3, 1953 ground radar tracked four UFOs over Holloman Air Force Base in New Mexico. The facts in this case are: 1) “ground radar tracked the object for 30 minutes”;

2) “they were four unidentified flying objects”; 3) “three of the objects were equally spaced, while the fourth was flying twice the space of the other objects”;

4) "they were "enormous and bright" for aircraft 50 miles away." The Air Force could not conclude the case based on having "insufficient data for evaluation." [dccclxvi]

This is one of the first cases I have come across on a radar tracked evidence where the Air Force claimed its unit has "insufficient data for evaluation."

Kelly Air Force Base tracks UFOs traveling at 6,000 mph over Texas: On January 14, 1954, military radar tracked three (3) UFOs traveling at tremendous speeds. The Teletype message reveals:

1. "Objects remained on PPI scope of a radar system for approximately one hour and fifty minutes estimated rate of

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speed of objects from 100 to 6,000 miles in a radius of 30 miles";

2. "Three objects joined together for approximately 3 minutes and then separated with a definite heading disappeared when local aircraft was in the area, returned after the aircraft departed";

The project record card reveals the speeds of the objects ranged from 100 to 6,000 miles per hour in 30-mile area.

The above Teletype message was sent from the Commanding Director SAAMA, Kelly Air Force Base (TX) to Commander Air Defence Command ENT Air Force Base (CO), Commander ATIC Wright Patterson Air Force Base (OH), Commander AMC Wright Patterson Air Force Base (OH) and other locations. The Air Force concluded this sighting was caused by "Atmosphere Disturbance. [dccclxvii]

This disappearance and reappearance of UFOs when local aircraft is a particular vicinity is a pattern repeated all over the United States. In many UFO cases studied, we witness the following signs of thinking "occupants in the craft".

When a military or civilian air passenger plane approaches a UFO, the UFO pilots: "turn off their craft lights." In contrast, when the military or civilian air passenger plane passes or departs from the area: the UFO pilots: "turn back on their craft lights." It almost appears to be a "hide and seek" game for the UFO pilots.

Air Force radar tracks several 150-foot diameter UFOs: On February 4, 1954, around 11:00 pm an unidentified flying object was detected by the Ground Control Approach (GCA) radar installation at Carswell Air Force Base, Texas. The unidentified flying object was reported as being as large as a B-36 depicted above and dark gray. Each of the unidentified flying objects was described as follows;

Each UFO had: 1) "a long fuselage"; 2) "elliptical windows"; 3) "a stabilizer"; However, the UFOs did not show: 1) "visible means of propulsion"; 2) "any exhaust trail"; 3) "any signs of sounds as result of lack of engines."

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The objects were picked up on radar at a distance of 13 to 15 miles to the SW and heading directly toward the base. It remained on a straight course, and the GCA operator informed the control tower and officer of the day. The control tower personnel observed the objects at 11:01 pm and kept them under watch for five minutes when they passed out of sight to the Northwest. The UFOs were traveling at a very low altitude approximately 3,000 to 4,000 feet.

Then at 11:39 pm radar return scopes picked up two additional targets 17 miles Southwest of Carswell. These two objects were flying in formation at an altitude of 5,000 and speed of 200 Knots. Radar then showed the two targets "merged into one object." When within 12 miles of Carswell, "the objects separated" and assumed a southerly heading.

At approximately 14 miles from the base, the target to the rear suddenly reversed its course, flew for two miles, then changed (reversed) course again and gradually overtook the lead target.

This maneuver would be impossible for a regular aircraft. Initial reports indicated there were no aircraft in the area on the night of the sighting.

Interestingly the Air Force file reveals: "in the course of a routine recheck, it was discovered that a C-124 en route from Travis Air Force Base to Turner Air Force Base had reported to the Ft Worth radio at 11:04 pm.

The C-124 descended from 13,000 to 7,000 feet. The lack of sound was accounted for by the descent of the C-124. The Air Force concluded that the reporting person underestimated the height of the object. As far as the second case, a further investigation reported two B-25's had been running missions on each other. The Air Force concluded the object in question was an aircraft.[dccclxviii]

The sudden reversal of each craft would be hard to execute in a B-25. The other fact that pops out is these objects were recorded on radar at 3,000 to 5,000 feet, not the 7,000 feet of the C-124 or B-25s. Once again, we seem to have a UFO case not classified correctly.

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Figure 29 C-124-C "Globemaster", [dccclxix]

If a superior read this report, its conclusion should have been reclassified. For our information the C-124 was made by Douglas Aircraft and called the Globemaster it was about 130 feet in length and had a wingspan of 174 feet.

This Globemaster was larger than the B-36, about 162 feet long and a wingspan of 230 feet. Whatever these objects were, they were each over 150 feet in diameter.

UFO tracked by radar Holloman Air Force Base, New Mexico, UFO passes Military Transport Plane: On August 1, 1956 a pilot from Holloman Air Force Base, New Mexico was on a mission over White Sands Proving Ground when a UFO flew past his transport plane at a high rate of speed. The tower control room verified that no other aircraft were in the area at that time. About 45 minutes later radar picked up several objects traveling between 12,000 to 13,000 feet.

The radar signature suggested a balloon, however; the only balloon in the area was in a different location of the range. The case was never solved. This case did not appear in the Air Force Project Blue Book files. [dccclxx]

USAF radar tracks UFO speeding at 6,200 mph over Nevada: Around 1:56 pm on July 16, 1957, the Las Vegas Air Force Station at Angel Peak (Nevada) picked up an incoming UFO approaching at excessive speed. The Facts of the movement of the UFO were interesting:

1. “Radar tracked the UFO approaching the station at 6,200 miles per hour”;

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2. “About 75 nautical miles out (85 miles) the UFO came to an abrupt stop”;
3. “It remained stationary for 12 seconds then headed outbound”;
4. “When it moved outbound it was tracking at 7,000 miles hour”;
5. “The target moved 122 knots (nautical miles) in 72 seconds”;
6. “The entire event lasted two minutes and 12 seconds”.

According to the file, the target responded to encrypted military IFF transponder signals and transmitted encrypted responses. Colonel Gordon C. Hoffman (USAF) made many points one of which was:

"This appears to be another case of a radar sighting for which there is no satisfactory explanation, due to lack of sufficient data." Planes were ruled out as a result of extreme speed. The Air Force concluded the sighting was "other" specifically electrical interference caused by a temperature inversion. The Air Force labeled this event as “Electrical Interference”.[dccclxxi]

US Air Force radar tracks 250-foot diameter UFO: On December 11, 1957, at 7:48 pm, radar at the Lake City Air Force Station picked up a large object the size of three B-47's in close formation.

1. “The object was moving at 90 knots”;
2. “It descended from 13,000 feet to 11,000 feet”;
3. “The object was tracked for 41 minutes”;
4. “The object was moving with the wind, but understandably moving faster than the wind.”

The Air Force concluded the object was a Balloon. However, another possibility was some form of possible aircraft. Further comments in the file confirm 41 minutes would be too long for a balloon to be traveling at 30 knots. [dccclxxii]

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The Boeing B-47 Stratojet was approximately 107 feet long and had a wingspan of 116 feet. Three of these strategic bombers flying in tight formation would suggest the diameter of the object would have exceeded 250 feet or 300 feet.

Air Force radar station tracks UFO speeding 3,300 knots over Texas: On August 30, 1958, around 1:45 pm at UFO was monitored and recorded on radar at Gray Air Force Base, Killeen, Texas. The object appeared at 170 degrees at a 30 miles distance. After two minutes the target disappeared on a heading of 175 degrees at a range of 140 miles. The estimated speed of the object was 3,300 knots. The radar technicians stated that the target was not like any interference ever observed and did not differ from other IFF targets in any respect except speed. [dccclxxiii]

Air Force radar station tracks UFO over Tennessee: On September 22, 1958, several witnesses reported seeing an unidentified flying object near the Air Force Radar Station at Lake City, Tennessee.

The Air Force Lieutenant and several officers confirmed they saw the object while at the radar control and warning center. They were unable to release further information, however, mentioned they wanted to pursue the UFO.

Several others stated, "it was as big as two stars and looked like it was much lower in the sky." The woman explained the object was green and red and appeared to be dangling a string. First, the object moved vertically then horizontally. She then said it vanished, and then reappeared "as if closer" and "brighter."[dccclxxiv]

NORAD tracks eighteen UFOs over New Hampshire: Around 8:23 pm on May 2, 1959, NORAD's Boston Air Defense Sector picked up radar hits on an incoming fleet of UFOs over New Hampshire. This case reveals Boston relayed:

1. "5 objects appeared around 7,000 – 18,000 feet in altitude";
2. "more UFO tracks appeared at 10,000 feet in altitude";

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3. “The highest object seen was recorded at 36,000 feet”;
4. "some UFOs approached the U.S. coast then backtracked outbound over the Atlantic Ocean";
5. “other UFOs ventured inland”;

By the time the event unfolded NORAD had tracked 18 UFOs in US Air Space. A total of 10 Air Force and US Navy jets were placed on interceptor alert and launched.

Researchers Dan Wilson, Dr. James E. McDonald uncovered that available aircraft were scrambled from the following bases: Westover Air Force Base (MA), Stewart Air Force Base (NY) and OTIS Air Force Base (MA).

A Teletype message was prepared and forwarded to the following commands: 1) 26th NORAD Division; 2) Eastern NORAD Region; 3) ADC Ent Air Force Base (CO); 4) NORAD; and 5) EADF.

According to the NORAD document Navy Aircraft, Air Force Aircraft were diverted or scrambled to intercept. The objects faded from the scopes before intercept. The NORAD document mentioned many of the objects approached the U.S. Coast, where some backtracked over the ocean. Other UFOs ventured inland. NORAD confirmed: “There is no apparent reason for the unknown tracks, all equipment was functioning properly”.

The Air Force mainly Colonel Gordon C. Hoffman (USAF) concluded these were "false targets" but did confirm these appeared to be unexplained returns from some peculiar transmission characteristics.[dccclxxv]

Of course, they are false targets – UFOs are classified!

300 to 400-foot egg-shaped UFO tracked from Miami International Airport: Between 11:15 and 11:35 am on November 8, 1959, Miami Radar picked up a UFO near the southern tip of Florida.

From Bert Collier (Staff Writer for the ‘Miami Herald’) we learn the following facts from a Pan American World Airways radar expert on the UFO: The "PAA shops at Miami International Airport tracked a mysterious flying object." The UFO: “played aerial tag over the tip of

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Florida for several minutes" and then "shot out into space at 4,000 miles per mile an hour".

In addition to the radar expert confirming the UFO being tracked, six of his "colleagues confirmed the finding." The Radar Expert shared the UFO:

1. "was four to five times larger than any aircraft observed in the past";
2. "appeared to be egg-shaped or oval-shaped";
3. "executed a 'double pattern resembling an hourglass";
4. "appeared at approximately 65 miles southwest of Miami, at an altitude of between 7,000 and 8,000 feet";
5. "disappeared and reappeared several times";
6. "was watched on the radar screen for about 20 minutes by six other people";
7. "flew between 550 to 650 miles per hour and at one point 4,000 miles per hour."[dccclxxvi]

New Radar systems pick up UFOs in Space: On October 5, 1960, Canadian Air Force Marshall Roy Slemon received radar information, which appeared to be long-range missiles launched against North America.

Slemon, deputy commander of North American air defense command, quickly determined the information was false and did not flash an alert. He knew the new Ballistic Missile Early Warning System could not distinguish between missiles coming from Russia and manned UFOs coming from space.

According to an article in the 'Flying Saucer Review', Slemon confirmed radar picked some unusual activity far out in space. He also realized the system was not registering specific relevant information, which would indicate that the event in space was similar to that which could be expected from ballistic missile movements through space. The Air Force NORAD spokesman said the object in question turned out to be the moon.[dccclxxvii]

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This appears to be another way of covering up the truth of incoming space visitors. If Radar picked up the moon how can several objects appear on a scope emerging as incoming missiles? It seems to me radar either picked up incoming rockets or incoming flying saucers (or unidentified spaceships).

President Kennedy had a similar concern about the misidentification of UFOs being wrongly interpreted as missiles from Russian and relayed that message to NASA, eleven days before his assassination. President Kennedy specifically asked that NASA share any UFO activity between our countries to avoid a nuclear exchange.

Regardless, NORAD placed the blame on the moon when we know the moon does not appear as a fleet of UFOs in space.

Air Force Radar tracks UFO at 62,000 feet: On September 19, 1961, U.S. Radar picked up an object the size of an aircraft at 62,000 feet north of Concord, Essex County, Vermont. The UFO was picked up on a ground electronic unit AN/MPS-14, showing the return of a normal plane.

A Teletype report was sent to ATIC (OH), HQ Washington (DC), SAFIS USAF (DC), Chief DASA Washington (DC), ADC Ent Air Force Base (CO), 26 the ADIV Hancock Field and Bangor ADS Topsham AFS (ME).

The Air Force concluded the object was a "balloon." After noting low speed, high altitude and the erratic course including hovering this conclusion was reached. According to records, this event took place seven hours before the Betty and Barney Hill abduction Case.[dccclxxviii]

Air Force tracks two football shaped UFOs on Radar: Between 11:30 and 12:15 pm on May 15, 1964 radar picked up two UFOs flying perfect maneuvers over Holloman Air Force Base, New Mexico.

These radar paints were picked up by two independent tracking stations (e.g., FPS-16 at Stallion Site and Surveillance). The ‘APRO Bulletin’ declared: "The UFOs performed side-by-side maneuvers then performed up and down "pogo maneuvers." Visual

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confirmation was made by a trained radar operator described the objects as brown and shaped like footballs. The most interesting fact that came to light was these objects were corresponding to standard FAA recognition signal devices."[dccclxxix]

Holloman Air Force Base tracks UFO on Radar twice: On May 22, 1964, the Air Force radar picked up a UFO over White Sands Missile Range. 'The New Mexican' news shared: A spokesman for the base: "said the report was being investigated but suggested that some natural phenomena, such as a dust storm was responsible."[dccclxxx]

However, according to APRO, The Air Force radar "again picked up a UFO traveling at 25 mph (moving slowly)". This time the "object approached to within 3,700 yards of one of the radar installations." APRO shared "from all indications the UFO was not considered conventional or caused by atmospheric conditions."[dccclxxxi]

This Air Force Radar incident was not reported in the Project Blue Book files, indicating the case was never made into a report that we can read. If it was made into a report, it was filed in a different reporting system and considered "Top Secret" (e.g., a national security concern).

NASA tracks UFOs near Gemini I: On July 11, 1964, according to the manned spacecraft center in Houston, radar tracking stations around the world picked up strange objects following the Gemini craft. The space center released a report stating they were reasonably confident the objects came from the ablative liner of the second stage rocket engine.

The Gemini spacecraft, adapter, and second stage all went into orbit after the launch. On future flights, the second stage would detach from the first stage leaving the space capsule flying solo. However, according to other reports, this test flight did not have the two stages separate leaving the open question as to what or who was following the Gemini rocket.[dccclxxxii]

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Gemini I was launched as an unmanned vehicle. Its mission was to orbit the earth for four days, then reenter over the South Atlantic. During the entire four days in space orbit, NASA was testing three things: 1) the launch vehicle and guidance system, 2) the structural integrity and compatibility of the spacecraft and the launch vehicle. There NASA designed this test to have the capsule and the Titan II booster to remain "attached" as it continued its orbital path. (J.C. Note this is important for below)

The Manned Space Flight Network stations along with technicians manned the flight path. What most of us do not know is on its first orbit four controlled objects of unknown origin joined Gemini I. Scientists and Technicians at the tracking stations were stunned as four UFOs took up positions; two above, one below and one behind the Gemini's first entire orbit. Upon one complete orbit, the four objects veered off and sped into space.

'True Magazine' disclosed the incident after scientists witnessed the event. However, shortly after the Air Force prepared a response. Members of Congress wanted answers and contacted NASA mission control chief Leo Abernathy. NASA relayed the answers made by the Air Force:

"No unidentified objects were observed accompanying or pursing GT-1 spacecraft launched into orbit on a Titan 2 booster on April 8, 1964.

Objects observed, which were detected by radar, have been identified as minor structural pieces which routinely break free from the expendable booster in the spacecraft and booster separation process. There is no indication of the presence of any material which was not originally part of the launched vehicle."

One year later, to the day April 8, 1965, a Connecticut resident who had queried the NASA about the launch received a letter from the Public Affairs Officer of NASA informed Mr. Nichol, that:

> **"the second stage of the booster and spacecraft "did not separate" because of the flight tests assigned to this launch. Further NASA confirmed the booster and**

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the spacecraft reentered earth orbit as a single unit on the fourth day".[dccclxxxiii]

So, there you have it, if Gemini I, did not separate, then there would be no minor structural pieces to have fooled the public.

Patuxent Naval Air Station tracks UFO at 4,800 miles per hour: This next report is not in Project Bluebook and comes to us from the research group APRO. On December 29, 1964, around 8:30 pm Navy radar at Patuxent Naval Air Station in Maryland picked up two unidentified flying objects.

1. "The two objects approached south of the base, traveling at 4,800 miles per hour";
2. "The objects then executed a right turn and disappeared";
3. "The USAF has reported that the Naval radar equipment at Patuxent was found to be malfunctioning."

According to the 'Flying Saucer Review' and Mrs. Lorenzen, this appears to be another cover story to cover up the phenomenon."[dccclxxxiv]

Fort Worth tracks UFO; F4c (Phantom) sent to intercept: On July 6, 1965, around 10:30 pm two civilians observed a light in the sky that started moving up and down and to the side in very swift movements over Arlington, Texas. The strange object was tracked on radarscopes at Fort Worth. The UFO case file confirms an F4C aircraft scrambled to intercept the blip on the scope but when arriving at the location, whatever was there was long gone.[dccclxxxv]

Radar spots UFO at 80,000 feet, Jets scrambled: On July 12, 1965, according to the 'Steubenville Herald-Star' an unidentified flying object was spotted Monday, July 12, by thousands of persons over much of Ohio, Pennsylvania, West Virginia, and Maryland.

Sometime around 7:05 pm, an object was reported hovering over Findlay, Hancock County, Ohio.

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This object was picked up on Radar for 24 minutes. The Bellefontaine, Ohio, Air Station had two objects on radar. Another or the same object was picked up on the radar at Oakdale, Pennsylvania. This object was held on the radar for about one hour. Lockbourne Air Force Base, Ohio, sent up a jet plane to get a closer look but could not reach the object hovering at 60,000 to 80,000 feet. [dccclxxxvi]

The 'Steubenville Herald-Star' shared the following facts;

1. "The object was first thought to be a balloon";
2. "The FAA in Columbus informed the public it was not a balloon as the only balloon launched was in Texas";
3. "A spokesman at Lockbourne Air Force Base thought it could be a satellite but refused further comment;"
4. "The Akron Canton Satellite Tracking group thought the object was the planet Venus";
5. "The FAA and research officials at Ohio State University believed the object was not the same seen in other areas."

Lockbourne sent up two planes up to 31,000 feet and said the object was hovering between 60,000 to 80,000 feet. The Air Force at the UFO center said they did not know what it was or where it was from. "The chief meteorologist at the Columbus Weather Bureau said it appeared as an "inverted flow-through tea bag." Descriptions by others who watched the object through telescopes ranged from "tier shaped to round." Others stated it was "cigar or bell-shaped."[dccclxxxvii]

U.S. Army Air Defense Missile Site tracks UFO on radar: Around 9:30 pm on July 25, 1965, a UFO was picked on the radar at the Army Air Defense Missile Site C-72 at Truax Field, Wisconsin. The unidentified flying object was on a Southwest heading at 100,000 feet altitude speeding along well over 1000 knots.

The speed and height were confirmed by an Army officer at Army Defense Missile Site. The Air Force case file tells us that the

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object was too slow to be a meteor but consistent with a high performance (possibly experimental) aircraft.

The UFO report, signed by Lt. Colonel John W. Vega shared: "There is no reason to consider the targets as false or the radar malfunctioning, the high-performance aircraft remains the most logical explanation."

The report also mentioned no other aircraft was in the area at the time but could not rule out some test vehicle. A Teletype report was completed and forward to the following commands: 1) Wright Patterson Air Force Base (OH); 2) Air Defense Command; and the 3) Secretary of the Air Force, Washington (DC). The Air Force concluded the many witnesses must have witnessed the flight of some “aircraft. [dccclxxxviii]

The case appears to me to be classified in error. Though the Air Force report clearly states: “No Known Aircraft” was reported in the area, their conclusion was just the opposite.

Even if we consider the U-2 plane as a possible cause, its upper ceiling was 70,000 + feet and its maximum speed 434 knots (500 miles per hour). This thing traveled “double” that speed – 1,000 knots. The only man-made "piloted object" at the time that could travel "this high and fast" would be the X-15 jet aircraft being tested at Edwards Air Force Base.

According to the schedule of X-15 flight records, a test flight was conducted five days before this sighting. Therefore, we can only speculate that Army Radar picked up a faster object than the U-2 plane. If we rule both the U-2 and X-15 out perhaps something “out of this world” was tracked on radar.

Tinker Air Force Base tracks UFO: The next story comes to us from several newspapers. The story is about a fleet of UFOs descending over Oklahoma City. The ‘Roswell Daily Record’ reports that on August 1, 1965, the Sedwick County Sheriff's office in Wichita, Kansas confirmed the Weather Bureau tracked several saucers between 6,000 to 9,000 feet. The Oklahoma Highway Patrol confirmed, “Tinker Air Force Base was tracking as many as four separate objects on its radar screen at one time somewhere around

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22,000 feet in altitude."[dccclxxxix] From the 'Dallas Morning News', we learn:

1. "The Highway patrol headquarters in Oklahoma City said the objects were very high and traveled in a "diamond-shaped" formation at Chickasha, Shawnee, Cushing, and Chandler."
2. "Mrs. B. T. said she saw a flashing object that was red on top. It hovered over the Chandler area for 15 minutes, and then it moved off in a westerly direction."
3. "Officers in three different police cars watched the diamond shape for 30 minutes around 9:00 pm. They changed colors from red to white to blue-green. Cushing police said they turned from red to blue then to white."[dcccxc]

Tinker continues tracking Discs over two states: On the same evening across state lines in Sherman and Richardson, Texas police were also seeing UFOs, and these were followed (tracked) by Tinker Air Force Base.

On August 1, 1965, mysterious lights over Richardson and Carrollton, Texas prompted the Department of Public Safety to make reports to the North American Air Defense Command in Colorado. Highway patrolmen at Sherman and Hillsboro also reported seeing the objects. The very next day early in the morning (around 2:00 am, August 2nd) Patrolman Bennett Anderson of the Richardson Police Department observed a strange object with red, green and white lights.

Officer Anderson watched the objects through binoculars and at times could see the object hovered motionless above the earth. The officers believed the lights were flashing or "rotating like a beacon." The first three objects appeared to be traveling in a triangular formation except their heights varied. The officer stated he was sure the lights were not an airplane or stars. Mr. J. F., a DPS dispatcher at Sherman, said he saw two similar rotating lights, emitting at 15 seconds and 5-second intervals.

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He watched the lights for 20 to 30 minutes as they moved south. According to the Associated Press, Tinker Air Force Base in Oklahoma tracked as many as four objects on its radar screen at one time, estimating their altitude at 22,000 feet. The Wichita Kansas Weather Bureau followed one of the objects, which showed up on its radar screen at 22,000 feet. It then descended to 4,000 feet.[dcccxci]

Police report 20-foot UFO, tracked on radar at Dow Air Force Base and the FAA: This is another unusual situation, we have a UFO event with no Project Blue Book file. Though the Dow Air Force Base and the FAA were involved in tracking this UFO encounter via Radar, there is no Air Force file.

We wonder if this case is part the separate reporting channel on “Top Secret” case mentioned in the General Bolender Memo. We are thankful to the NICAP origination and its UFO Investigator for giving us some facts on this encounter.

It was 11:55 pm on February 11, 1966, when two police officers observed a UFO over Skowhegan, Somerset County, Maine. Officers Barnes and LaPorte reported a 20-foot diameter, orange in color UFO. According to Barnes and LaPorte, the object slowed down and hovered over the town. It then performed a few aerial maneuvers, speeded up and disappeared.

The Skowhegan police department records revealed that Dow Air Force Base and the FAA (at Augusta) confirmed: 1) tracking the unknown on Radar; and 2) making "tight turns" during its flyover. Dow Air Force Base explained the UFO must have been caused by some “ground clutter, possibly weather” phenomenon. [dcccxcii]

I am not sure ground clutter or weather phenomenon would account for the visual identification of a UFO from two police officers. It seems; however, the case was finally concluded, it's not in writing and there is no public file.

The Story continues in a different file

It appears the disc above visited a second base several days after seeing Dow. On February 16, 1966, around 8:30 pm several

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people reported a UFO over Brunswick Naval Air Station in Showhegan Cumberland County, Maine.

According to the Skowhegan police department, both Dow Air Force Base and the Federal Aviation Station in Augusta confirmed radar tracking of the object. However, then according to the ‘UFO investigator’ magazine, Dow Air Force Base stated the Radar picked up "ground clutter."

The description was that of a "pancake-shaped" object, 25 feet in diameter and 10 to 8 feet thick in the center. The object had a big white flood light in the middle of the craft. The UFO had a red, blue and green light around the edge which flashed erratically. The disc appeared to be spinning at 10 RPM. The object emitted no noise as it descended. The descent was made of abrupt stops and starts and hovered. The starts were "very fast."

The craft then came down by appearing in front of a parked car at 150 feet above the ground. A car passed and the object ascended up about 20 feet. The UFO then hovered for three hours.

The observer witnessed this event from 1 and ½ miles toward Bailey Island from Cooks Corner. It was then the UFO disappeared into trees and bushes to land.

A second UFO appeared and joined the first and it was grayish in color. The observer sketched both UFOs for his report to the Air Force.

One UFO appeared as a traditional disc and the other a planet or Ball (e.g.; sphere). She mentioned the second UFO was circling the first UFO. Then the observer noted a plane flying into the local Air Base. The speed of the UFO was five times faster than the plane. Both UFOs landed, the first three miles away and the second 1 to 1 and ½ miles away. When asked if she had seen a UFO appear before she mentioned yes in September of 1965 at Auburn, Maine.

The observer writes a handwritten encounter of the two UFOs and explains how they drove to the location of the landing site. It appears they remained in their car as they observed the objects on the ground (after they landed).

A Teletype report was forwarded to ADC Ent Air Force Base (CO), 26 AIR DIV Stewart Air Force Base (NY), ATIC Wright

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Patterson Air Force Base (OH), USAF Washington (DC), Secretary of AF SAF IS Washington (DC). The Air Force card suggested one object could have been the planet Jupiter and the other could not be concluded for "insufficient data for evaluation”.[dcccxciii]

There you have it, another valued sighting flushed down the old waste paper basket. I wonder how the planet Jupiter can descend to 150 of the ground, without causing wide spread destruction to the states of Maine, Vermont, New Hampshire and Massachusetts?

NORAD – Screens out all UFOs: On June 7, 1968, Lee Katchen, an atmospheric physicist with NASA stated that on the basis of the 7,000 reports that he had examined, he believed UFOs to be extraterrestrial probes.

> **"UFO sightings are now so common; the military doesn't have time to worry about them - so they screen them out. The major defense systems have UFO filters built into them, and when a UFO appears, they ignore it." When asked for specifics, Katchen specifically singled out the radar network employed by SAGE (semi-automatic ground environmental system), the North American tactical air defense system, which tracks all aircraft flights. "The filters cut out all unconventional objects or targets and makes no record of UFOs."**

Unconventional targets are ignored, because, apparently, we are only interested in Russian targets, possibly enemy targets.

Something that hovers in the air then shoots off at 5,000 miles per hours, doesn't interest us, because it can't be the enemy. UFOs are picked up by ground and air radar, and they have been photographed by gun camera all along. There are so many UFOs in the sky that the Air Force has had to employ special radar networks to screen them out." [dcccxciv]

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Chapter 21: Military Jets in pursuit of UFOs / UAPs

Figure 30 - F-102's scramble, [dcccxcv]

Military pursuit pilots have to know their planes, the weather, instruments, and a target. On a moment's notice, these pilots run toward their jets with helmet in tow, jump into the cockpits, warm up their engines, taxi, and wait for orders to take off.

As we mentioned early, in 1960, the US Air Force bases around the world had established UFO interceptor pilots to chase UFOs/UAPs. The protocol in the 1950s and 1960s was to have a single plane parked on the flight line with a rotating crew of pilots ready to chase the UFO / UAP.

The UFO interceptor pilots became a routine practice throughout the time period. Eventually, pilot huts were built along the flight line, for the crew to rest while on rotation. The Quonset huts were equipped with cots, card tables, coffee, and other staples.

Of the cases we can find in Project Blue Book, when the pilots get vectored to their intended targets, the UFOs / UAPs have already vanished.

In more sensitive chases, we have lost military pilots and planes while engaging UFOs / UAPs. These incidents remain classified for national security reasons.

Atomic Plants

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F-47's launched to intercept UFO at K-25 AEC plant at Oakridge, Tennessee: On December 7, 1951, around 8:15, a guard at K-25 Gaseous Diffusion Plant, Oakridge reported a UFO. The Air Force case file reveals the UFO:

1. "was twenty feet wide";
2. "had a color between white and grey.";
3. "appeared smooth (not shiny)";
4. "had no marking or protrusions or ridges";
5. "emitted no sound";
6. "left no trail of smoke";
7. "flew against the wind and at times with the wind.";
8. "traveled about the same as a conventional aircraft";
9. "went in and out of the clouds";
10. "was observed for two minutes."

The object appeared to be at a distance of one mile from the observer and 300 feet from the top of the ridge. During the sighting, the object ascended and descended three times to the cloudbank and back down to its original 300-foot position. According to the Air Force investigator the guard is respected by his superiors and appears to be honest and conscientious.

At 10:02 am, two F-47's (Combat Air Patrol) were sent to intercept the UFO but was unable to find the object. The official report prepared by Captain Robert K. Hall, USAF was declassified after 12 years according to DOD Directive 5200.10. The Air Force concluded: "Other / Unidentified".[dcccxcvi]

UFO Dogfight with F-47 Thunderbolt; AEC plant at Oak Ridge Labs: On June 21, 1952, at around 10:58 pm a Ground observer reported a slow-moving craft approaching the AEC Oak Ridge Laboratory. The spotter, in turn, contacted his filter center to report the restricted airspace violation. Ground intercept radar contacted the object. The UFO vanished from the radarscope before our jets launched. Then an F-47 Thunderbolt aircraft on combat patrol was vectored to the last sighting location.

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According to Ruppelt, the two engaged in a dogfight from 10,000 to 27,000 feet, and during the event, the object made several ramming attacks on the F-47.

The objects shape could not be identified only that it was white and appeared 6 to 8 inches in diameter from a distance. A light encircled the craft and had a blinking light until the object put on power. According to another the UFO would pull up some 4,000 to 5,000 feet above the F-47 and at 22,000 feet made a final dive at the plane, pulled up to its previous position and disappeared. The pilot mentioned the object was very elusive during the engagement.

The Air Force described this incident being caused by a possible balloon. Built by Republic Aviation, The P-47 was known as the Thunderbolt. Pratt & Whitney Company made the radial engine. Its maximum speed was 433 miles per hour and had an altitude range of 43,000 feet.

Here again, we have a possible balloon that supposedly dove at our plane and made several passes, then left the scene. The file states a balloon was launched the day before the incident from McGhee-Tyson Airport. Oak Ridge confirmed no balloons launched from their base since December 1950. In this case the pilot did not see a Balloon.[dcccxcvii]

The U.S. Marines

U.S. Marine Jet chases UFO: On January 28, 1953 “a marine corps jet fighter chased a UFO for 25 miles before turning back to base for more fuel”.

The Control Tower operators at Long beach municipal airport reported they saw an eerie orange flame in the sky. According to a local newspaper, ‘The Independent’; "the pilot and radar operator failed to identify the round amber light."[dcccxcviii]

The U.S. Army

Army planes “put on alert and ready to Intercept flying discs.": In early July 1947, regional newspapers around the United

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States began informing the public that the U.S. Army and Air Forces would have military planes standing ready to chase “flying saucers” entering U.S. Airspace.

These planes standing by were known as "Interceptors." An article in the Walla Walla Union shared the following: 1) UFOs “had been seen in 33 other states.”; 2) “In Portland, Washington, six P-51's" was "ready for launch with photographic equipment being added to the airframes." 3) “a P-60 jet plane was waiting at Muroc army airfield (CA) to pursue any saucers sighted in that area.”[dcccxcix]

US Army planes chase five “flying saucers” over Boston: At 2:10 pm on July 8, 1947 ground observers reported seeing five flying discs being chased by four army planes over the Charles River at the Harvard Bridge, Boston, Massachusetts. ‘The Daily Boston Globe’ shared several facts about the UFOs. They: 1) “appeared to be traveling at 300 miles per hour”; 2) "were disc-shaped"; 3) “left a vapor trail”.

The observer shared "four army planes flying in a "V" formation was following the wake of the saucers "apparently following the objects.[cm]

Marana Army Air Field reports 500-foot oval-shaped UFO: On August 3, 1952, four men connected with the Marana Army Air Field near Tucson reported seeing a strange oval shaped object. Mr. Logan, a civilian flight commander, described the UFO as being five or six times as large as a B-29 Superfortress. Mr. Logan shared: "It was not like a saucer, but more oblong, I flew as high as I could to 14,000 feet, and it appeared to be at least 40,000 feet higher than that".

> **"It was bright and shone like polished aluminum. I'll tell you, I have been flying for 23 years now and I have never seen anything like it."**

Monthan Air Force Base admitted that B-29’s, B-50’s and B-36’s had been flying in the area at the time. [cmi]

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The B-29 was 99 feet long with a wingspan of 141 feet. If this object were five to six times the size of a B-29, the UFO would have been at least 500 feet long.

The National Guard

Captain Mantell dies during the chase of large UFO over Kentucky: This case is in Air Force files and local newspapers. For a good write up on this case, I direct you to "Anatomy of an Investigation, A 60-year-old cover-up" by Francis Ridge at NICAP.org.

This case begins around 2:45 pm on January 7, 1948, when Air National Guard Captain Thomas F. Mantell is flying F-51 contact the control tower to inform operators he was chasing a giant unidentified flying object over Kentucky. According to Air Force records; Mantell informs the control tower the UFO was: 1) Very “bright”; 2) appeared “metallic”; and 3) was of "tremendous size."

At 15,000 feet Mantell could see the unknown craft. In his transmission to the control tower, he shared it is; "directly ahead and above me moving about half my speed." A few moments later Mantell communicated the object was bright and climbing up and away from his position. It was at that point that Mantell informed the tower he was heading up to 20,000 feet and if he failed to close in on the object, he would abandon the chase.

About 30 minutes later his plane crash and Mantell was killed. The Air Force concluded that: “Captain Mantell lost consciousness from lack of oxygen and crashed while attempting to intercept a high altitude unidentified aerial object." [cmii]

Air National Guard sends Jets to intercept three UFOs over Ohio: On August 23, 1955, around midnight a National Guard jets take off from Lockbourne Air Force Base, Columbus, Ohio to chase three UFOs.

According to Stringfield's book "Situation Red," this case was denied ever to have taken place at Wright Patterson Air Force Base. However, the facts of the case become clear as you read his material;

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1. “the Mount Healthy Ground Observer Corps contacted Leonard Stringfield to confirm the sighting”;
2. “radar confirmed three (3) UFOs were between Columbus and Cleveland”;
3. “the Ground Observer Corps confirmed that round brilliant white spheres and discs were seen performing erratic flights over Forestville and Loveland posts”;
4. “Leonard Stringfield himself stated waited up all night and heard the jets chase the objects”;
5. "a Cincinnati Times-Star reporter contacted Wright Patterson Air Force Base to confirm the sighting and obtain further details. According to him, Wright Patterson denied the incident.” [cmiii]

The “Flying Saucer Review” magazine mentioned jet aircraft interceptors contacted the UFOs at 12:10 pm at 20,000 feet. According to Dr. Stringfield in his “Orbit” magazine, the UFO made off at an incredible speed. The sightings in Forestville and Loveland were reported to their Air Filter Centers. The objects were round bright white spheres and discs. [cmiv]

According to NICAPs; “UFO Evidence of 1964” (provided to Congress) we learn the following facts:

1. "The three-round disc-shaped objects were over Cincinnati Ohio";
2. “The UFOs took evasive actions when the jets approached”;
3. “three UFOs were sighted and confirmed by radar somewhere between Columbus and Cincinnati”;
4. “Air National Guard jets from S.A.C., Lockbourne Air Force Base were alerted, scrambled and were over Cincinnati in 12 minutes”;
5. “The UFOs had been active over Mt. Healthy and could be seen clearly by observers from the tower”;
6. “Walter Paner, Supt. of Hamilton County GOC, on duty at the Mt. Healthy Post, phoned the author of the existent alert

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and relayed the word that jet interceptors were due over the area";

7. "Paner disclosed that a UFO was seen hovering in pendulum-like motions directly over the tower";
8. "At about 12:10 am, the interceptors made contact, and swooping in, chased the UFO";
9. "The UFO disappeared at incredible speed";
10. "The Forestville and Loveland GOC Post reported the erratic flights of UFOs to the Air Filter Center describing them as round brilliant white spheres and discs"[cmv]

Fighter pilot confirms silver sphere UFOs: August 24, 1952, at 10:15 am Georgia Air National Guard F-84G jet fighter pilot Colonel Gerald W. Johnson observed two UFOs while flying at 35,000 feet between New Mexico and Texas. The objects appeared at two (2) miles at his 10 and 11 o'clock position.

He described the two UFOs as: 1) "being two objects"; 2) "silver in color"; 3) "round in shape"; 4) "about six feet in diameter";5) "about approximately five hundred yards apart"; 6) "having no visible means of propulsion"; 7) "leaving no trail or exhaust."

He said further: 1) "one object reportedly: "changed shape" to a long gray object while in a right-hand turn"; 2) "the other also changed shape when it accelerated very rapidly"; 3) "the object appeared to change into the long gray object twice the size as it first appeared as a ball".

One object seemed to climb straight up to two or three thousand feet and was joined shortly after that by the other one in close formation. A Teletype report was prepared at Biggs Air Force Base (TX) and forwarded to ATIC Wright Patterson Air Force Base (OH). The Air Force concluded the object was "unknown.[cmvi]

Well, I think we can rule out Balloons, Meteors, Birds, and Planes as an unknown item.

The U.S. Navy

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U.S. Navy Jets scrambled to intercept UFO over Tennessee: On May 27, 1961, towards sunset, a bright triangular object was seen over Nashville, Davidson County, Tennessee.

Jets from Memphis Naval Air Station were scrambled to intercept the UFO. The UFO rose to 60,000 feet beyond the capabilities of the Jets. Strategic Air Command in Colorado stated no aircraft or balloons were in the area at the time.[cmvii]

Disc speeds under B-36 Bomber at Dallas: March 16, 1950, the wife of a Dallas attorney and a recruiting officer at the Naval Air Station Friday reported seeing flying saucers on Thursday. Capt. M.A. Nation, commander of the Dallas Naval Air Station (NAS) said the phenomenon was the second observed at the air base in ten days. [cmviii]

Mrs. Margie Benavides (the attorney's wife) was in a bus with six other witnesses when a saucer appeared at Tioga, Grayson County. This event occurred around 6:10 pm and lasted for 20 minutes. According to Mrs. Benavides, the object looked flat and rocked slowly when she first saw it. Then it turned up on its side, shot straight up into the air and leveled off thirty seconds later and streaked south.

Six hours earlier at 11:28 am, Chief Petty Officer Charley Lewis, said he looked up and saw a disc streak at a B-36 bomber, follow it for a few seconds, and then broke away at a forty-five-degree angle.

According to the observer, the disc was oblong and flat and hurtled through the air with incredible speed. After leaving the B-36, he said, it shot straight up at a 45-degree angle into the air and disappeared in less than 5 seconds. He said: "I guess the whole thing took no more than 15 seconds." The officer said: "I've been in aviation for 18 years and I've never seen anything like it, I don't mind telling you it shook me plenty".

According to the Lewis, the disc was between 20 and 25 feet in diameter and appeared at 10,000 to 15,000 feet. Officer Lewis said he immediately reported the incident to his superior officers. "I stepped out of my car and heard the B-36. When I looked up, I saw a

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very bright object racing at it at an incredible speed. It got under the bomber and seemed to hang there for a couple of seconds or so. Its color by then looked cream or light tan."

Captain Nations confirmed that there were no jets in the area during the times of any of the sighting. He also shared Mr. C.E. Edmundson, a tower control operator, saw a similar object March 7. He estimated its speed at 3,000 to 4,000 miles an hour.[cmix]

According to Lewis, "It was smooth; there were no wings or projections from it, and it couldn't have been a jet or rocket ship because there was no fire." Captain M. A. Nation, commander of the Dallas Naval Air Station, said there were no jet planes in the area during any of the times the discs were reported. The Love field weather bureau said it had no observations balloons in the air at the time.

Around 6:10 pm a bus driver said he and five passengers saw a flying disc in the sky near Tioga, Grayson County for 20 minutes. [cmx]

From Wichita Falls came another report of a round, moving object sighted in the air four or five miles northwest of the port lake, near Decatur. Believed to be the same day, Pilot Lem Willis, who flies for Oilman J.S. Bridwell of Wichita Falls, said he and a passenger witnessed a wingless object at about 6:12 pm and watched it for 10 minutes. He said: "I don't claim I saw a flying saucer, but I did see a moving object with no wings making a very erratic flight pattern." He said: "it was flying at about 4,400 or 4,500 feet at an estimated speed of 201 miles an hour."[cmxi]

According to Edward Ruppelt, Chief Petty Officer Charles Lewis first saw the UFO coming in from the north lower than the B-36. He then he saw the UFO pull up to the big bomber. It hovered under the B-36 for an instant; then it went speeding off and disappeared. [cmxii] Gee, talk about a quick, look at that disc go!

The U.S. Air Force

Flying wing shaped craft, Philippines: April 1, 1948, at 9:55 am a USAF F-47 pilot leading three other aircraft over the Philippines

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reported seeing an unidentified flying object approximately three miles away.

The UFO was a silver colored "flying wing" shaped craft approximately 30 feet long and 20 feet in length. The UFO was at 1,000 feet and traveling about 200 miles per hour. The Air Force file revealed the UFO appeared to have the shape of "half-moon" or "turtleback" appearance. When the Air Force pilot turned his plane to intercept the UFO executed a turn on nearly the same course and disappeared in five seconds. The half-moon shaped object appeared to have a dorsal fin of some sort, but the distance was too far to see any other features. [cmxiii]

B-29 attempts to chase UFO over Arizona: On January 31, 1949, a UFO flew over Tucson, hovered and then proceeded to move westward. According to 'The Daily Press' newspapers a B-29 was ordered to chase the object. The following excerpts from comments in the article on the chase are as follows:

1. "Cannonballing through the sky, some 30,000 feet aloft, was a fiery object, shooting westward so fast it was impossible to gain any clear impression of its shape or size..."
2. "At what must have been top speed the object spewed out light colored smoke, but almost directly over Tucson, it appeared to hover for a few seconds. The smoke puffed out an angry black and then became lighter as the strange missile appeared to gain speed."
3. "The radio operator in the Davis-Monthan Air Force Base control tower contacted First Lt. Roy L. Jones, taking off for a cross-country flight: in a B-29, and asked him to investigate. Jones revved up his swift aerial tanker, and still, the unknown aircraft steadily pulled away toward California."
4. "Dr. Edwin F. Carpenter, head of the University of Arizona department of astronomy, said he was certain that the object was not a meteor or other natural phenomenon..."

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5. "Switchboards at the Pima County sheriff's office and Tucson police station were jammed with inquiries. Hundreds saw the object." [cmxiv]

Figure 31 - B-29 Superfortress[3]

'The Daily Press' offered the following article the next day on the event over Tucson the day before:

1. "As though to prove itself blameless for tilting hundreds of Tucson heads skyward, the U.S. Air Force yesterday afternoon spent hours etching vapor trails through the skies over the city."
2. "The demonstration proved conclusively to the satisfaction of most that the strange path of dark smoke blazed across the evening sky at dusk Wednesday was no vapor trail and did not emanate from any conventional airplane."
3. The Wednesday night spectacle was entirely dissimilar. Then, heavy smoke boiled and swirled in a broad, dark ribbon fanning out at least a mile in width and stretching across the sky in a straight line. Since there was no proof as to what caused the strange pre-dark manifestation, and because even expert witnesses were unable to explain the appearance, the matter remains a subject for interesting speculation."[cmxv]

100-foot-long cylinder UFO chased by Air Force Jet, Cape Cod: On June 10, 1949, an Air Force T-6 Jet was launched at Otis

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Air Force Base (Falmouth), to chase a UFO over Cape Cod. USAF pilot Kirschbaum flying his T-6 was with the 58th Fighter Squadron and witnessed the white tubular 100-foot long UFO flying at 100 mph. The pilot gave chase and lost the UFO in the clouds. The UFO was at an altitude of 30,000 feet.

The pilot when later interviewed noted the large tubular shaped device emitted “no sound” and the object showed "no exhaust." The event occurred 20 miles southwest of Boston over the ocean. A formal report is prepared by Fort Devens, Massachusetts with correspondence sent to the Director of Intelligence Wright Patterson Air Force Base (JEDC COMGENAMC) as well as First Army Control. [cmxvi]

UFOs circle B-29, Gulf of Mexico, Texas Coast: January 12, 1950, around 11:25 pm the crew of a B-29 reported three UFOs while off the Texas coast in the Gulf of Mexico. The Air Force case file reveals: "weather clear above an undercast, three objects seen on the radarscope orbiting B-29, 1723 from all quadrants". Of the crew, the radar operator, aircraft commander, navigator, and bombardier observed the objects. The following facts gleaned from the report:

1. The objects traveled across the scope in approximately 15 to 20 seconds on the 100-mile range setting. In a few minutes, this object joined by two others, which disappeared in a few minutes.
2. At short ranges, the object was large and well defined on the radarscope. The UFO would go off for about 100 miles, turn and come in as if for an attack pass through the center of the scope (where it disappeared), and emerge on the other side.
3. The UFO remained on the radarscope for approximately 30 minutes, and at times appeared to be following the B-29 the entire period. The radar operator switched ranges and picked up the object on the 20 and 50-mile setting. No

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surface vessels were picked up on the scope during the incident.

4. Twice the object came to within 20 miles of the aircraft, exhibited the ability to hover, for the movement on the radarscope would cease for 5 to 15 seconds.
5. The B-29 maintained a straight and level path while at an altitude of 10,000 feet.
6. After altering course, the object no longer appeared, but the radar was jammed for approximately 10 minutes and returned to normal after crossing over the coastline of Texas.
7. The crew made no visual sightings.
8. The estimated speed of the objects was between 2,500 and 3,000 miles per hour.

The Air Force did not show a conclusion in its report other than a comment that the objects are seen most likely caused by: "very probably interference or malfunction.[cmxvii]

100-foot diameter disc at Denver: January 18, 1950, around 6:59 pm seven pilots in four aircraft witnessed a UFO moving at a high rate of speed over Denver, Colorado. A

ll of the pilots mentioned below were airborne in four separate planes. They described the UFO as a "flame or light" heading in a southwesterly direction. The facts according to the pilots are. Captain Webb and Lt. Douglas R. Drysdale in a T-6 Jet, shared the following points on the UFO. The Craft:

1. “had no running lights;”
2. “had a red colored round front”;
3. “was believed to be at least 100 feet long”;
4. “looked like a shooting star on a flat trajectory”;
5. "Drysdale and Webb stated: "they had never seen a comparable sight."

Captain H.F. Daniel and 1st Lt. Robert F. Romberg in a C-47 said:

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1. “The light was blue with a tinge of orange”;
2. “It was quite long.”

Captain John W. Kreitz and Major Lyndall J. Avery in a C-47 said:

1. “They first believed it to be a meteor, then came to the conclusion it was not- as it was larger and slower while maintaining a level flight”;
2. “The object appeared as a light blue flame much like an oxygen torch";
3. “The flame was seen at 25,000 to 30,000 feet and moving faster than a jet.”

Captain John L. Ehlinger and 1st Lt. Clinton C. Legg in a T-6 Jet shared:

1. “They believed the object was at 12,000 feet”;
2. “Ehlinger believed the object to be 50 feet long”;
3. “Legg believed the object to be 50 yards (150 feet long).”

According to the filing card in the Air Force files, the object was 100 feet long and at 15,000 feet. The color was Reddish/white. Special Agent Frederick Hansen, OSI District Office completed the report on the sighting on January 24, 1950. A copy of the report was sent to Commanding General Air Material Command, Wright Patterson AF Base (OH). The Air Force labeled this case as an Astro Event (Meteor). [cmxviii]

This case was miss-classified:

1. Meteors follow a downward trajectory – this thing (UFO) traveled on a flat path;
2. Meteors move at fast speeds – this object, according to the pilots flew slower than a meteor.

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3. Finally – the object 50 to 150 feet long hitting the earth would have caused an aerial display of some sort or if running the ground cause a tremendous explosion.

Some facts on Meteors:

1. On January 16, 2018, a six-foot bolide entered earth's atmosphere traveling 28,000 miles per hour over Michigan. The object exploded before it hit the ground. [cmxix]
2. Some 50,000 years ago a 160-foot diameter meteor entered earth's atmosphere over Arizona. According to scientists about half of the meteor disintegrated before impact. The remaining portions of the meteor struck the Arizona desert. The crater is known as "Meteor Crater" as is located 37 miles east of Flagstaff.[cmxx]

Even so, a 100-foot long meteor impacting earth at 15,000 feet would have created a powerful impact and damaged windows in Denver.

F-84 engages UFO over Columbus: On December 22, 1951; 10:30 am an Air Force pilot in an F-84C at 15,000 miles encountered a UFO over Columbus, Ohio. The UFO:

1. "having no tail section";
2. "tumbling or rolling on its lateral axis." "It rolled in this fashion 7 to 10 times";
3. "being between 20,000 to 25,000 feet";
4. "speed was similar to that of a jet fighter."

Flights checked on Easy and Fox channels to confirm no other jets were in the area. The Lockbourne Air Force Base prepared a Report 166th Fighter Interceptor Squadron then forwarded to the Commanding General, Air Material Command at Wright Patterson Air

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Force Base (OH). The Air Force concluded the pilot most likely witnessed a "Balloon." [cmxxi]

A balloon had been launched from Columbus Municipal Airport and believed it could have drifted in the direction of the sighting. This fact was never confirmed. Though balloons do travel the airstream, it is rare they go at the same speed as jets (500 to 1,000 mph) in a tumbling fashion.

B-29 Bomber crews report sphere UFOs over Korea: January 29, 1952, a B-29 and her team were at 20,000 feet on a solitary mission over Wonsan, Korea around midnight when the rear gunner in the tail observed a peculiar object. It was round, and both airmen thought it was orange in color, and around its circumference seemed to be a series of small bluish flames like that of a gas stove.

They were unable to judge its distance; however, they believed it was near their bomber and appeared to be three feet in diameter. To both spotters, it seemed to be revolving. For a full five minutes, the object moved parallel to the plane and then it disappeared.

When landing the plane, the two airmen reported the case to their squadron intelligence officer. As the officers were deemed steady and sensible, they submitted a report to headquarters.

On the same night, a second B-29 and her crew over Sunchon, Korea at 20,000 feet also spotted a disc about midnight. In this case, the rear gunner and the fire control man saw a round object moving level with their aircraft or a little below. The observers said it appeared precisely reported by the other crew; however, this crew believed the UFO was globular instead of disc-shaped. This object followed their plane for a minute or more.[cmxxii]

F-86 and F-80 Jets scramble at Madison: On April 16, 1952, around 8:15 pm CST, five or six unconventional disc-shaped objects were seen visually flying in formation over Madison, Dane County, Wisconsin. Mr. D.L. of Madison contacted the 176th Fighter Squadron Operations at Truax Field to report the visual encounter.

The objects were semi-circular in shape, glowing with a yellowish-white light. Neither sound nor exhaust noted. The UFOs

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were traveling at a high rate of speed. After a few minutes, the objects made a sharp left turn in a North NW direction and gained altitude rapidly.

As the objects disappeared, the lights seemed to fuse or come together. An F-80 was vectored to the Madison area with negative results once the radar station came online.

The F-86's were scrambled to 30,000 feet with no contact being made. Though a Northwest Airlines flight was in the air at the time, the Air Force report concluded this could not be what was seen.

Figure 32 - Col Ben O. Davis leads F-86 flight, 51st FW – Korea, [cmxxiii]

The F-80's or F-86's were ruled out as the observer heard no sounds emitted from the 5 to 6 objects. In addition, our jets did not typically make sharp turns and fast climbs. Despite the above, the Air Force concluded the event was "possible aircraft." In the NARA document, the Air Force found the source was possibly observed jet aircraft in area, and the apparent high speed and rate of climb was an illusion.[cmxxiv]

USAF fighter squadron engage UFOs over Minneapolis: On July 25, 1952, the 109th Fighter squadron scrambled from Minneapolis to engage UFOs over Wisconsin. The 674th AC/W Squadron in conjunction with radar sightings indicated several objects traveling between 14,000 and 20,000 knots on the early morning hours over Osceola, Wisconsin. The Air Force concluded these objects were "Unknown."[cmxxv]

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Air Force Jets after four large UFOs, Belleville: On July 27, 1952, between 7:20 and 8:30 pm ground radar picked up UFOs over Belleville, Illinois. The radar 798th AC&W Squadron reported four unidentified objects were picked up on radar clocking 2,800 to 3,200 miles per hour heading north to south and vice versa. The objects were elliptical were confirmed by two officers and two airmen. The size of the radar returns was that of a B-50 or B-36 echo's. According to the files, two aircraft scrambled for observation from Scott Air Force Base. The pilot made a report with the 113th Fighter Interceptor Squadron. An Air Intelligence Information Report was completed and sent to HQ Washington (DC), CADF KSC (MO), CG 33D ADIV Tinker Air Force Base (OK), CG Ent Air Force Base (CO).

The Air Force concluded the targets were electronic interference caused by an adjacent radar station.[cmxxvi]

Cape Cod Air Force pilot admits to chasing UFOs: On August 4, 1952, an AF pilot revealed that Jets were sent up to pursue "Unidentified Flying Objects" over the past few weeks, zooming over Cape Cod. [cmxxvii]

Air Force pilot reports UFO the size of a B-25, Webb Air Force Base:

Around 4:49 pm on August 17, 1952, Air Force Capt. James Perry in a T-6 observed a UFO on the way to Webb Air Force base. He reports his location and the object to Abilene Radio. Abilene, in turn, notifies El Paso and Fort Worth of his location. Captain Perry described the UFO:

1. “being oblong in shape”;
2. "appeared very bright with no color as if a very bright light were reflected from high polished metal";
3. “had no wings or rudder visible”;
4. "moved with ease traveling at a constant speed";
5. "had no trails or exhaust" (e.g., propulsion system could not be determined);

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6. "was slightly smaller than a B-25."

"The object was at an altitude of approximately 15,000 feet above MSL on a heading of 275 degrees and traveling at a terrific rate of speed...well over 500 mph."

"The object was just below cloud base when first sighted and was climbing. It continued to climb through clouds and disappeared in about three seconds still climbing at approximately 2,000 feet per minute to the west. "

"When I first saw the object, it attracted my attention about two o'clock. Its movement was in a straight line with no smoke trail or streamer in its wake. "The object was oblong and of a size slightly smaller than the Air Force's B-25 (e.g.53 feet long). It covered approximately 30 miles in seconds." The Air Force concluded the witness most likely saw an "aircraft."[cmxxviii]

Air Force Jets chase UFOs at Elgin: This next case comes to us from the 'Herald American Newspaper'. It again, appears this case should have been in Project Blue, but was not found, presuming the case is classified as two U.S. Air Force jets were scrambled from O'Hare to intercept the UFOs.

Furthermore, the UFOs were spotted by the ground observer corps which contacted the local filter center to report the sighting. Therefore, we have evidence this was an official Jet – UFO encounter over a major metropolitan area but have no formal report in Blue Book. As such, we have to assume this case is classified.

The Elgin UFO Incident:

Between 10:10 pm to 11:48 pm on August 21, 1952, the ground observer corps reported UFOs over Elgin, Illinois. The newspaper shares the following facts:

1. "Captain Everett A. Turner, operations officer at the Chicago Filter center, alerted O'Hare."

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2. "Turner had alerted the O'Hare jets, and they came at once. At my direction, relayed Turner, the pilot made four passes."
3. “The US Jets confronted UFOs over Elgin, Kane County Illinois.”
4. "One jet took off from O'Hare Field made four passes at a flying saucer but lost the craft when it "blinked out."
5. The object was in the sky northeast of Elgin at 10:10 pm. "It appeared first at about 2,000 feet, flying straight. At times it rose with a great burst of speed, then it would appear to hover".
6. "The first was at 10,000 feet; this seemed much too high, so I asked him to repeat at 5,000. This still seemed too high, so he came over again at 3,500.
7. He repeated as 2,000, this time turning off his running lights. Just as he got over the mark, the thing blinked out".
8. The saucer reappeared for a short time six minutes later at 25,000 feet.”[cmxxix]

C-46 has near miss with UFO over Arizona: The following case was not in Project Blue Book, we are fortunate to have the research conducted by Loren E. Gross and his ability to find this case in the 1959 February edition of "S.P.A.C.E." magazine published monthly by Norbert F. Gariety.

In this case; an Airline pilot with wartime experience with B-17's and PBY's and over 7,000 hours with a commercial passenger carrier, gave the following testimony concerning a UFO near miss event in November 1952 over Arizona during November 1952.

The C-46 Arizona UFO Incident:

The pilot states: "At that time I was flying a C-46 between California and New York.

“At approximately 1:00 am between Prescott and Winslow, Arizona, at an altitude of 11,000 feet, I saw what at first appeared to be falling star. It appeared in the eastern sky which was clear at that time. It kept coming closer and increased in size and brilliance.”

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“The object continued toward us until it seemed that it would collide with us head on. The other pilot and I both saw the whole incident. I pulled up into a steep climbing turn to the right. In the middle of the turn, the object, which we estimated to be 100 feet in diameter, and glowing a brilliant yellow, passed directly under us.”

“I came out of the turn on a reverse heading, and we watched it continue westward until it climbed upward and out of sight. The glow lit up the entire passenger compartment, which at that time was in total darkness. Several dead heading crewmen who were in the passenger compartment saw the light at the same time.”

“That same day we landed in St. Louis and New York, and both places verified the fact that an unidentified object was picked up on the radar, speeding across the United States at better than 2,000 miles per hour. The times and locations given coincided with our sighting.”[cmxxx]

UFO passes P-51 at Loredo Air Force Base: This following case comes to us from the case files of Project Blue Book. In this case, a United States Air Force pilot has a close encounter with a UFO over Loredo, Texas. The record is somewhat confusing as the military reports say this event happened at Lackland AFB; however, the Base name was scratched out and replaced with "Loredo."

The Loredo UFO Incident:

On December 4, 1952, a pilot in a T-26 at 6,000 feet witnessed a UFO while orbiting Loredo Air Force Base. The pilot said the object was around 1,500 to 2,00o feet. At first, “he thought the object was another jet outside the traffic pattern until he noticed the absence of position, passing and fuselage lights. It was then the pilot steepened his turn to the left to keep the object in sight.”

"At this time the object (UFO) rose immediately to the pilot's altitude of 6,000 and began a wide sweeping counter-clockwise orbit of the base. The terrific speed of the object still led the pilot to think it was a jet aircraft until he realized from previous jet experience that

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the speed should have been considerably dissipated after such a maneuver."

The UFO then “descended to approximately 1,500 to 2,000 feet again and continued its orbit to the left around the city of Loredo until it reached the center of the business district.” It then executed a very rapid ascent to 15,000 feet. The pilot stated, "the rate of climb was terrific."

At 6 to 8 miles southwest of the pilot's position, "it then turned eastward and immediately descended back down to the pilot's altitude of 6,000 feet and proceeded eastward." About 6 miles of the base it appeared to stop as if "hovering." He could not tell if it was hovering or coming at him head-on.

At this point, the pilot "added full power and proceeded directly toward the UFO." The pilot executed this maneuver as mere curiosity.

"Approximately 2 seconds after this action by the pilot, the object appeared to close at a terrific rate head-on approach."

“At approximately 100 yards in front of the pilot’s aircraft, the object seemed to waver slightly in a vertical plane as if to determine on which side of his aircraft to pass.”

The object passed very carefully off the left wing of the T-26 within 50 yards distance, and the pilot observed a blurred reddish - blueish haze of undetermined size and shape. However, the pilot did determine the object was more massive than his aircraft.

"Immediately after the object passed, the pilot broke sharply to the left to keep the object in sight."

“The object rapidly made another flitting ascent to 15,000 feet and circled to the left and began to descend as if positioning, itself for another pass on the pilot's aircraft.”

"Out of sheer fright, the pilot turned off all his running lights and spiraled steeply to the left, keeping the object in sight and leveled off at 1,500 feet."

“At this time the object seemed to level off from its circling descent towards the pilot’s aircraft.”

“It then turned sharply to the right on a southern heading and made another rapid the flitting ascent into the atmosphere until out of sight.”

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The file notes indicate that the speed and maneuverability of the UFO were undoubted "not conventional." The pilot on landing at Loredo reported the incident to the proper base authority.

A teletype was prepared at Loredo Air Force Base and the forwarded to the following commands: 1: Director of Intelligence HQ USAF Washington (DC); 2) ATIC Wright Patterson Air Force Base (OHO); 3) Ent Air Force Base (CO); and 4) FTAC Waco (TX). The Air Force concluded the pilot witnessed a "possible balloon." The ATIC comment in the file states they believe: "That it was an aircraft and that the maneuvers were exaggerated.[cmxxxi]

A Balloon!? – right, tell me another one.

300-foot diameter UFO reported by B-26 Air Force crew: On December 29, 1952, around 9:05 to 9:30 pm (2105 hours) two the United States Air Force Pilots (Mr. Herbert Lange, and William Dowley) reported an unidentified flying object in the sky over Vega, Texas.

The Captains were in a B-26 that left Perrin Air Force Base (TX) and was heading to Tucumcari (NM) when they observed the unidentified flying object. The Project Blue Book Air Force case file revealed the following sworn statement in the Air Intelligence report:

"On 29 December 1952 I, Captain William T. Bowley, participated in a routine night navigation cross-country flight."

“In the company of Captain Herbert T. Lange, I departed Perrin Air Force Base, Texas at 1945 CST and flew VFR direct Wichita Falls, R10 Amarillo, C-4 Tucumcari, and returned over the same route.”

“I was flying B-26, No. 5865. The westbound flight altitude was 6,000 feet. ATA at Amarillo was 2057 CST. Approximately 30 nautical miles west of Amarillo on airway green 4 and at 2105 CST, Captain Lange and I observed a white light of round shape and great intensity.”

"Our aircraft was on a heading of 257 degrees, and the object seemed to be at the eleven o'clock position at our same altitude. As we drew closer to the light, I noticed it was of bluish white color and frequent green tints."

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“I judged it to be forty miles from us and moving ahead and parallel to our course. The size of the object I estimate at three times the size of a C-54 aircraft.”

"After watching the light for five minutes, it made a vertical climb of 7000 feet in about five seconds and entered a broken overcast at about 13,000 feet. As it entered the clouds, it imparted a glow to the clouds similar to a searchlight striking clouds. At this time, I contacted the CAA operator at Tucumcari and told him of my observation."

"Shortly after that, the light re-appeared beneath the clouds. We informed the CAA operator that it was roughly southwest of town, but he was unable to see the object from outside his building."

"After two minutes the object climbed to the west and disappeared. The weather directly above us was clear, and a full moon was out. Visibility was more than fifty miles."

"We arrived over Tucumcari at 2123 CST, climbed to 7000 feet and completed the flight without further incident." According to the officers the following description was provided:

1. The oblong shaped object, hanging in the sky, extremely bright light, blue-white to greenish.
2. Three times the size of a C-54 aircraft with no distinguishing aerodynamic features and with no trail or exhaust system visible. (J Chace comment- this would put the object at over 300 feet in diameter)
3. The speed of the object was 250 knots per hour until it executed a "vertical climb" from 7,000 feet to 13,000 feet in five seconds. It then disappeared into the clouds. Shortly after that Captain Bowley stated, it reappeared beneath the clouds. No attempt was made to intercept the object.
4. One eastbound aircraft was observed at about 7000 feet shortly before we reached Tucumcari."

The Air Force investigation into the encounter led them to conclude the pilots must have seen the planet “Venus.”[cmxxxii]

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Venus has been a frequent reason for the sighting of some UFOs from the 1940's up through 2018. However, in this case, this object: 1) paced a plane; and 2) suddenly executed a vertical ascent covering 6,000 feet into the clouds. If it was, in fact, Venus, it the first time in history a planet appeared interested in one of our planes.

Pilot intercepts cluster of lights, Japan: The following case comes to us from the U.S. Air Force Project Blue bookcase files and the 'Dallas Morning News'. In this case, we will be reviewing the Air Force file. This UFO event (Case No. 17) happened around 11:20 am on December 29, 1952, 20 miles north of Misawa Air Force Base, Hokkaido Island, Japan.

The Air Force pilot in a T-6 was traveling at 6,000 feet. At the time of this event, two F-84s were making practice runs on the T-6.

During the practice run a UFO pulls abreast of the T-6. The pilot said the object reflected the sunlight off its surface. He could see it was a small shiny disc-shaped object.

The object then appeared to make a pass at the F-84 at an estimated 4o to 50 miles per hour more than the F-84's airspeed. The disc then closed rapidly and just before flying into the F-84 fuselage, it decelerated to his airspeed almost instantaneously.

In doing so, the disc then flipped on its edge at approximately 90 degrees. The disc was then fluttering within 20 feet of the F-84 fuselage for 2 or 3 seconds and pulled away around the jet's starboard wing where it was caught in the slipstream behind the aircraft and flipped once.

The disc then passed the F-84; crossed in front of the jet and pulled away abruptly, appearing to accelerate and shoot out of sight in a steep vertical almost vertical climb. The pilot of the F-84 didn't observe the object. The Air Force comment in the file was as follows: "No explanation for this sighting can be proper other than the possible reflection and refraction of light through the cockpit of the observer; aircraft. The case remained "Unsolved."

The Air Force concluded that the sighting was most likely caused by observed the planet "Venus.[cmxxxiii]

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What! The planet Venus, flying in front of an F-84? Wouldn't the pilot and plane have been vaporized?

F-86 Jet chases Saucer over New Mexico: Around 7:25 pm Air Force pilots in F-86 jets gave chase to the unknown flying object near Mount Taylor, New Mexico on March 27, 1953. The UFO:

1. “was speeding along at 900 mph (800 knots)”;
2. “changed colors from orange to green”;
3. "executed three fast roles and finally disappeared."

A second pilot gave chase and was unable to close in on the craft. The Pilot was confident the object was not a balloon. The Air Force investigator stated the Pilots reliability was "excellent." The Air Force concluded this object as "Unidentified."[cmxxxiv]

Pilots and Jet lost during UFO chase, Cape Cod: On October 12, 1953, two airmen went missing after they left Otis Air Force Base around 4:55 am to intercept and "the unidentified plane" as it was approaching an "unauthorized air corridor."

The F94C piloted by Lt Joseph F. Grollinger and radar observer 2nd Lt. Louis G. Sebralla was expected to return by 6:30 am as the fuel would have run out by 6:50 am. According to the Base, the plane was reported missing to the Coast Guard at 6:55 am. A search party of nine aircraft and surface vessels took part. An oil slick was found in the water three miles east of Orleans in Cape Cod Bay. The Oil was analyzed and determined to be from the plane. Final reports assumed both men were dead and the plane lost. [cmxxxv]

Air Force F-86 Jets outrun by UFOs: On February 23, 1954, two (2) UFOs show up on radar over Nevada. In response, U.S. Air Force jets scrambled from Nellis Air Force Base for interception of the UFOs. According to the case file, the report contained the following information on the chase:

A USAF pilot had observed two objects considered having excellent reliability. The UFOs were: 1) grayish silver or transparent

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gray; 2) “tubular or round” in shape.

Air Force F-86 fighter planes were scrambled, however, according to the report, the pilots could not close in on the objects. The total length of UFO sighting was 7 minutes.

A Teletype message was prepared at Nellis Air Force Base and forwarded to commanders at USAF Headquarters, Washington, DC, ATIC, Wright Patterson Air Force Base (OH), Ent Air Force Base (CO), Randolph Air Force Base (TX) and other bases. The message was in 12 parts to the commanders. No further description was in the file. The Air Force concluded the sighting was probably "astronomical" for the planet Jupiter.[cmxxxvi]

The planet Jupiter could not be the cause as the pilots reported “two” objects not one.

F-86 attempts to intercept UFO at Nogales: On December 23 or 24, 1954 at Nogales, Arizona about 5:10 am, Kenneth C. Hite a 1st Lt in the 15th Fighter Interceptor Squadron at Davis Monthan Air Force Base took off on a local Combat Air Patrol mission in his F-86d. He climbed to 15,000 feet in altitude towards Nogales.

At 5:19 am, he spotted an "unidentified flying object" 10 to 20 miles northeast of Nogales. According to the pilot, the object appeared 5,000 to 10,000 feet above his position.

He established radar contact with the object, which then broke, then was unable to reestablish a connection.

He gave chase up to 28,000 feet at a speed of 375 knots. The pilot then returned his heading to Nogales at an altitude of 20,000 feet. As he flew the object was on a parallel course at a distance of twenty nautical miles at his three o’clock position, it was still 5,000 to 10,000 feet above him.

He again attempted to intercept and gave chase. The object was moving out, and once it was apparent he was not able to catch it, he returned to Douglas, Arizona. When he reached Douglas, the unidentified flying object once again took up a position paralleling his course at 20 miles at the same 5 to 10,000 feet difference.

At Nogales, he gave chase again. But had to break off the pursuit because of "low fuel."

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The preparer of the report 2nd Lt Russell T. Newman (USAF) stated: "The pilot's description of the unidentified object leads to the conclusion that it was an aircraft with speed greater than that of an F-86d if such was the case, its behavior leads to the possibility that it was an unauthorized flight over U.S. Territory."

Captain Charles L. Dewes, Director of Intelligence (USAF) signing off on the report suggested: "the primary intelligence interest in this report and any other reports of similar nature lies in the obvious weakness of present detection and interception capabilities along the southern U.S. International border. The possibility, however, remote, of ferret flights of potentially unfriendly aircraft from areas south of the border should not be discounted completely."

The Air Force concluded this chase was most likely "Astronomical – Star or Planet."

This case represents an example of how dog-fights appear to be useless against these objects. Our jets had to break contact for several reasons: 1) we were "outrun each time," and 2) We did not have large fuel supplies or should we say "unlimited fuel supplies" as the visitor crafts.[cmxxxvii]

Jets scramble from David Monthan Air Force Base: Around 6:00 am on December 26, 1954, a UFO appeared over Bisbee-Douglass, Arizona. According to the local newspaper, ‘Douglas Daily’, “an unexplained bright object lit up the skies in the area yesterday. A jet interceptor was reported to have been sent from Davis Monthan Air Force Base to Investigate. It returned after being unable to locate anything out of the unusual.” The Bisbee paper shared the following facts:

1. "Bisbee authorities understood something unusual was going on by a truck driver";
2. According to the witness: “the light was so intense it forced him to pull to the side of the road and stop”;
3. “According to police, other reports came in stating: “the object reportedly came down out of the air, rose again,

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appeared to hang in space for a few seconds and emit a bright light, then disappear. The object was believed to be large."[cmxxxviii]

T-33 fails to catch UFO in Maine: Around 4:10 am May 2, 1955, an Air Force Pilot in a T-33 spotted a UFO over Caswell Air Force Station, Maine. The pilot communicated with the control tower that a large round mass (flashing white and blue lights) was sitting off the right side of his Aircraft. The pilot made several statements:

1. "the UFO appeared to be reflecting light as was said to be similar to a mass of burning gases."
2. "he confirmed it was not an aircraft or the sun."
3. "he estimated the distance at 15 miles on his 12 o'clock position."
4. "he headed toward the object and failed to gain on it."

The Air Force file contained very little information other than they concluded the pilot observed a possible "astronomical event." In reviewing this case, several questions come to mind.

1. "where is the entire ground report contents for this pilot's encounter?"
2. "Is the report in some classified Air Force file?"
3. "without this important file information how could a conclusion be stated?"[cmxxxix]

No conclusion should have been determined or at the very least concluded: "insufficient data for evaluation."

Jets scramble after UFOs over Ohio: The following information is not in Project Blue book; however, some of the individual cases are. During the evening hours on May 24, 1955, an observer in the GOC tower reported UFOs over Loveland, Ohio. According to Dr. Stringfield's book: "Situation Red" a "report was

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called into the Air Defense Command Filter Center at Columbus where Radar tracked the objects and Jets were launched to pursue the intruders."[cmxl]

It was in this same book that Stringfield shared that in July, the Ground Observer Corp at Loveland, Hamilton County began to report heavy concentrations of UFO activity to the Air Defense Command in Columbus, Ohio. Several people piled into the communication centers stating low flying objects were over residential homes.[cmxli]

Disc outruns F-86 Jet over Tennessee: Around 8:30 pm on October 19, 1955, an Air Force pilot flying an F-86D (at 25,000 feet) spotted around orange object some 10,000 to 20,000 feet above his position. The UFO was traveling in a straight and level course. The object first appeared as a star hurrying across the sky. The airborne radar unit confirmed the target and the Jet gave chase some 40 miles North West of Knoxville. The pilot could not gain on the object because of its superior speed. A UFO report was prepared and sent to the following Commands; 1) ADC at Ent Air Force Base (CO); 2) Commander Air Technical Intelligence Center Wright Air Force Base (OH) and 3) the Director of Intelligence HQ, Washington D.C.

Ground observers were not operating at the time and were not able to confirm the visual sighting. Other bases informed Commander Stewart Air Force Base (NY), and Dobbins Air Force Base (GA). The Air Force concluded this event was a possible Aircraft. [cmxlii]

The F-86 was one of our fastest planes at the time. Not gaining on the object suggests the object had a more significant speed than our fastest jets.

The CIA had repeatedly stated that "the highflying crafts seen in the 1950's and 1960's could be the U-2 spy plane being tested". The average altitude for these planes was 70,000 feet. The CIA propaganda is never able to explain the simpler UFO cases: like UFO suspended in the air some 100 to 500 feet above treetops, or landings, and performing loops around U.S. Fighter jets. No U2 spy plane can perform these maneuvers. Beside the U2 – is not around "sphere" or "disc."

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Jets scramble after UFOs over Wisconsin: The following case was not found in the U.S. Air Force files, yet it appears, military jets were dispatched to chase seven UFOs. Despite the Air Force not having this case in their records, we are thankful the local paper: "The Whitewater Register," and the research of Loren E. Gross revealing the facts provided to its readers. The following case material is only a portion provided in the local newspaper.

On March 17, 1957, during the morning hour's five men playing golf, observed seven UFOs at Whitewater, Walworth and Jefferson Counties, Wisconsin. According to the Whitewater Register the following facts were revealed:

1. “The men had just seen the vapor trail of a jet when they observed seven round objects hovering like a flock of birds for three minutes.”;
2. “The seven objects then went into a formation and sped west at an unbelievable speed.”;
3. “The first jet swung around as the seven objects took off.”;
4. "Ten minutes then passed, and four or five jets shot up from the horizon and crisscrossed the sky like a Labrador hunt in a field of hay."[cmxliii]

Jet Interceptor chase of UFOs over Indiana and Ohio: The ensuing Jet chase of UFOs over Indiana and Ohio took place on August 7th. Several newspapers carried the event. For brevity, only facts are presented below:

Around 1:51 am on August 7, 1957, UFOs were seen over Alexandria, Yorktown, Portland, Pendleton, Greenwood, Elwood, Tipton, and Kokomo, all in Indiana. The sightings were reported by state troopers, local police, and citizens and lasted until nearly 2:00 am.

According to the ‘Logansport Pharos-Tribune’, the State police notified Bunker Hill Air Force Base and the 319th Fighter-Interceptor Squadron made a sweep of the local area with Jets. According to official reports, no contacts were made. The article shares the

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following facts. The UFOs displayed: 1) “colored lights while standing still (hovering)”; 2) extreme speeds as they left: “in different directions at high speed.”

“District 5 in Ohio picked up an unidentified flying object on radar between 6,000 and 8,000 feet but was unable to identify the thing.”

“A Portland resident reported an object sighted northeast around 1:51 am.”[cmxliv]

When a UFO case is "Missing," it usually means one of two things, the report itself became classified and removed from the Project Blue Book files, or it was lost during the move to another location. Some of the best cases in the blue book project have the case files "Missing."

Military Jets chase UFO over Pharr: The following UFO case does not appear in Project Blue Book despite military Jets deployed over Texas.

On October 7, 1957, around 8:30 pm a couple witnessed several military Jets chasing a UFO over Pharr, Texas. The Flying Saucer Digest, a research organization, documented the following facts:

“A red UFO in the sky chased by at least two jet planes caused a mild sensation in this Texas town (Pharr). The UFO appeared in the sky at about 8:30 pm coming out of the north and seemed to be more over San Juan or even over Alamo than over Pharr. By 8:40 pm it disappeared to the south. By 8:45 pm long vapor trails showing the route of at least two Jets were visible in the sky. One Pharr couple said they could see two jets chasing the UFO which glowed brightly and was moving ahead of the Jets."[cmxlv]

U.S. Air Force plane purses UFO for 200 miles over Ohio: On February 21, 1959, a UFO incident occurred over Ohio. The following story is from the Air Force 1959: B-57 pursues UFO for 200 miles over Ohio: Project Blue Book files.

The pilot, in this case, was Lt. Bradley assigned to the 165th TAC Recon Sq. Kentucky Air National Guard, based at Stanford,

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Kentucky.

According to the Air Force file: Bradley was flying over Cincinnati in a B-57 at 41,000 feet when he observed a UFO. The UFO appeared to the 15 miles west of his location, and it was traveling on a flat flight trajectory. Bradley confirmed the UFO was round in shape and appeared brilliantly lighted in colors that changed from red, white to green.

The pilot engaged his engines and chased the UFO for 200 miles; however, the UFO gradually increased its speed and pulled away. Three other military planes in the area confirmed seeing the same UFO.

A Teletype report was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) 20th ADIV; 3) Intelligence USAF (DC) and 4) Office of Information Services HWQ USAF. (Washington, DC) The Air Force concluded the pilot must have seen an "aircraft.[cmxlvi]

The fact that this was a USAF plane, monitored by the USAF, which paced a UFO for 200 miles and suspected of witnessing another aircraft is staggering. Three other military pilots also confirmed the UFO. It appears we once again have a file in the wrong category.

Five military planes chase UFOs in V formation over Duluth: On March 13, 1959, five military planes intercept eight UFOs over Duluth, Minnesota: According to the Air Force file, we learned the following facts of the UFOs:

1. "the B-52 bomber; reported they were tube-shaped and colored red and white. They were rotating red and green lights on the top and bottom";
2. "the F-102 stated the object was concentric in shape. The F-102 also had multiple contacts one was "tubular or torus shaped." Its color was red and white, blinking";
3. “three (3) F-94C observed contrails from flying objects”;
4. “one of the F-94C got a lock on”;

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5. "a total eight objects were traveling in a "V" formation and flew in an erratic and high speed."

The Teletype was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) 37th ADIV Def; 3) ATIC Wright Patterson Air Force Base (OH); 4) 20th ADOV DEF; 5) 29th AIR Defense Malmstrom Air Force Base; 6) Asst Chief of Staff Intelligence HQ USAF, (DC), Office of Information Services HQ, USAF (DC). The Air Force concluded radar interference might cause this sighting. [cmxlvii]

Comment | This is another case that has been misclassified: Radar Interference! Really? This has to be the first-time radar interference was visualized as being concentric or tubular. Not to mention it flew in formation and giving off various colors.

Bunker Hill Air Force Base reports UFO, Jet Interceptors launched at Indiana: Around 4:00 pm control tower operators at Bunker Hill Air Force Base observed a UFO on September 13, 1959. The UFO remained stationary for three hours above the base somewhere between 55,000 to 60,000 feet. U.S. Air Force jets were launched to intercept the UFO. However, they could only reach about 38,000 feet. The pilots and base personnel described the object as: 1) "pear-shaped"; 2) "having a white, cream and metallic color."

A Teletype was prepared and forwarded to the following commands: 1) ADC ENT Air Force Base (CO); 2) Detroit Air Defense Air Force Station; 3) ATIC Wright Patterson Air Force Base (OH); HQ Air Force (DC); 2nd AF Barksdale Air Force Base.

Interrogation notes in the file suggest the Air Force believed the UFO had the characteristics of a balloon. General Mills verified they had no aircraft in the air at the time. Goodyear was not checked. The Air Force concluded the object was "Unidentified.[cmxlviii]

Eight Military planes purse large UFO over Redmond: On September 24, 1959, a giant UFO was tracked by Air Force radar at Klamath Falls. Police had witnessed the UFO drop to hover above some trees at 200 feet off the ground. In this case, six 102's, one F-

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89 and one B-47 were sent to pursue the giant UFO. Information on the matter is provided by researchers Loren Gross, Robert Hall, MUFON, the FAA, Dan Wilson and Vincent Juan Ballester Olmos. The entire case of this fantastic story can be read at NICAP.org.

UFO outruns an Air Force Jet over Wisconsin: Around 6:00 pm a former Air Force sergeant observed a UFO over Monroe, Wisconsin on March 20, 1960. The facts in this UFO case reveal:

1. “The object seen for 2 minutes”;
2. “It was round”;
3. “It appeared as a larger star”;
4. “It was heading south then executed a path change to southeast”;
5. “A Jet aircraft came from the northeast and followed the UFO”;
6. "The UFO outrun the Jet."

Brigadier General Kenneth H. Gibson USAF signed off on the final report. The file did not include a Teletype report. The Air Force concluded a balloon most likely caused the UFO sighting. The record indicates the object could have been an aircraft, however, no plane was confirmed to be in the area at the time.[cmxlix]

This case needs further analysis. The questions I would have is 1) how many balloons have been known to outrun Air Force Jets? 2) How many cases did the Air Force have where interceptions occurred on "Phantom planes or UFOs"?

Ramstein Air Force Base Jets Chase UFOs, case classified: The following example is brought to us by ‘Flying Saucer Review’ that appeared to get the story from a newspaper called "The Daily Telegraph." This UFO encounter is a USAF. case, however, was not found in any Bluebook files, indicating it is a classified file.

On August 2, 1966, United States Air Force jets chase a large, brilliant object over Bavaria, Germany. The newspaper article confirmed the flying object outran the aircraft and was not identified.

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The Story from the case: "Two F-102 jets were sent up from Ramstein Air Base after hundreds of telephone calls to observatories and police by people who saw the object. The object was dragon-shaped and made a silver glare in the night sky."

"The object, about 40 yards across appeared at times like a giant balloon with a triangular shape suspended below as it hung at about 75,000 feet. One astronomer said the object hung for several hours in one position."[cml]

In 1966, Ramstein Air Force Base hosted the 7030th Air Base Wing and the 26th Tactical Reconnaissance Wing. For a time is served as a NATO command center.

F-89 Jets attempt to intercept 20-foot-long egg-shaped UFO at Duluth: On September 5, 1966, during the evening several UFO reports were reported to the Finland AFS offices. Around 2200 hours (10:00 pm) a woman from Lutzen Minnesota said a green UFO was hovering at 500 feet near her home.

She commented that the object was "weird." It was described as twenty feet long and egg-shaped, giving off red, yellow and green lights. Jets were scrambled to look for the object.

Two radar towers were unable to pick up the object at first but then was able to track the UFO at 11:00 pm. The radar paint showed the object "flitted" around. Two F-89s were scrambled from Duluth to proceed to 8,000 to 10,000 feet at the woman's location. The return for the UFO was on the scopes for periods of two to four minutes then it would disappear. An observer PFC Mr. Tutty watched the UFO from a hilltop and took pictures. The photos did not come out.

The next evening (September 6) at the same time 2200 hours, a "white and green object" reappeared in the sky in the same position as the night before. But this was determined to be a star.

The object on the 5th, however, was seen by station personnel and noted it was moving. The radar set was then activated and confirmed it was a solid object and moving about 5 miles out.

Then as planes were directed to the location, several station personnel told the radar operator the object appeared to be jumping up and down and now moving up and away in a westerly direction.

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The radar operator confirmed this on the scope and passed it on to the appropriate personnel. Contact was lost within the next five minutes.

That evening three sources of confirmation were provided: The natural eye, binoculars, and ground radar. The Radar finding while observing the jets and the object "merged." The final report states it would have been almost impossible for the pilots not to see the UFO. (Note: no so if the object turned off its lights as in other encounters). Again, the reasoning of ground clutter and anomalous propagation was considered a possibility.

The Air Force could not conclude the sighting based on "insufficient data for evaluation." The report further stated the object had been stationary; the radar paint picked up an object believed to be anomalous propagation. Further comments in the story said it was difficult to determine what was seen as temperature inversions may have caused the sightings. Colonel Jerome J. Jones (USAF) of the Electronics Directorate wrote a cover memo to Major Quintanilla about the 29 NORAD Division Intelligence Officer findings. [cmli]

Here we have visual evidence from a homeowner, a hilltop air force officer and tower operators who saw some object hovering and moving. This object was then tracked on radar matching what the observers were seeing.

The sudden disappearance of the radar paints of the UFOs was explained in the 1952 Washington DC flyover (See Volume 1). It is not known if the radar sets at Finland AFS had been upgraded to capture the faster craft speeds. Furthermore, it has been proven over and over again as AF jets approach the crafts, they depart the vicinity or turn off their lights. It is as if they do not want to engage our military pilots. Is this action to protect both them and our pilot’s lives?

UFOs being pursued by Military Jets over New Mexico: On November 8, 1967, at 9:30 pm a Police Officer and several friends saw strange blue lights in the sky over Santa Fe, New Mexico. According to the ‘APRO Bulletin’ these objects:

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1. “turned south toward the Rio Grande Valley and disappeared”;
2. “had two planes in pursuit”;
3. "were described as ball-shaped";
4. “were three in number”;
5. “were well lit and described as being brighter than any star”;
6. “were moving rapidly”;
7. "they emitted "no sound";
8. “at first they were strung out in a perfect line at a high altitude”;
9. “they made quick turns to the south and disappeared.”

It was then a cluster of five lights appeared from above the Sangre de Cristo range, and as the group watched, two planes climbed as if to intercept. At this point, the lights turned away. [cmlii]

It was quite common in the United States for the Air Force to intercept UFOs. During the 1950's, the United States, British and Russian Fighter pilots engaged in dogfights with extraterrestrial craft. Back then, military jets crashed, and hundreds of pilots died as UFOs were common.

Today humans show "less hostility" towards the visitors employing helicopters, jets, and planes to "chase off or escort away" these unknown observers from our sensitive military installations.

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Chapter 22: We shot at UFOs / UAPs

Figure 33 - USAF Photo of F-15E Strike Eagle, [cmliii]

In the late 1960s, military air forces worldwide began to escort UFOs / UAPs away from classified military sites and large population centers. The protocol of escorting the ships was put in place after World military leaders realized firing on alien spaceships invited horrific retaliation responses on our pilots and jets.

When you think about it, the visitors come to earth to study, yet when we fire on their ships, they must respond in kind to protect themselves.

Generals and colonels worldwide are on record (United States, Britain, Russia, Brazil, Cuba) that chasing and firing on the alien visitors cost humans hundreds of military pilots and planes.

Humans had to learn to allow these visitors to monitor specific areas then leave. In this chapter, we discuss man shooting at UFOs and their occupants.

Other Countries

Russian and U.S. military pilots are ordered to fire on UFOs: Historical evidence proves that for several years in the 1950's U.S. and Russian Pilots were ordered to fire upon enemy aircraft and UFOs.

We can only surmise the reason the military fired their weapons on the flying discs was to gain the technology and study their propulsion systems. The 'UFO Investigator' shared two cases where the U.S. shot UFOs.

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1. In December 1947, “a press conference was held by Major Jere Boggs and General Sory Smith USAF, mentioning a “firing on a UFO” incident occurred over New Jersey. This information became fact when ten years later (July 12, 1957) Captain Wallace Ellwood wrote a report from Air Technical Intelligence Center at Wright Patterson Air Force Base, Ohio on the incident.”
2. In another case, “USAF Captain E.J. Ruppelt mentioned three Air Force Jets fired on a UFO circling a weather balloon near Rockford, Illinois. In the Rockford case, the Jets accidentally set the balloon on fire, and the UFO escaped." [cmliv]

The U.S. Air Force

AF intelligence officer shoots UFO: On January 29, 1953, Lloyd C. Booth, former Air Force Intelligence officer was returning home when he witnessed a disc-shaped object above his family farm. He got under the UFO and fired several shots with his .22 caliber rifle. He scored audible hits before the UFO took off. [cmlv]

USAF Jets bullets miss UFO sets balloon on Fire: This next case is somewhat embarrassing and covered in several newspapers at the time. On April 8, 1955, U.S. Jets were launched to pursue a UFO over Rockford, Winnebago County, Illinois. The case began when Ground Observer Corps volunteers reported seeing a UFO circling a Balloon. The GOC sent the UFO case to the Filter Center in Chicago. Chicago then informed the military who then initiated the chase.

A few minutes later jets roared into Illinois skies to pursue the unknown bogey. As soon as the pilots had the UFO in view, protocols were followed to open fire on the unidentified craft. The pilots flipped their gun triggers and fired on the UFO.

“The bullets missed their intended target and instead ripped through the Balloon casing causing an explosion. It was then the UFO shot out from the side of the Balloon on a horizontal path,

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passed the Air Force jets, tilted on its edge and shot up into the sky." [cmlvi]

The "Flying Saucer Review" shared the same story but added several additional facts to the case: 1) "Air Force personnel moved in quickly and "warned the GOC members to say nothing about the incident"; 2) The Civil Defense Chief had reported to the local press that jets had fired on a "balloon." [cmlvii]

USAF Pilot ordered to shoot down UFO, "the size of an Aircraft carrier.": The following story has been reported in several journals and is now on YouTube. This case has been made public through testimonial of the pilot through the disclosure project (Dr. Greer) as well as the Citizens Hearing in Washington DC in 2013. Because you can now read most of this case on the web, I will only include specific facts here.

Milton Torres in his military jet engaged a massive UFO over Essex England in 1957. He was a loyal American and remained silent on the incident for his entire career. The incident became a matter of National Security as was "classified".

The Milton Torres UFO Incident

It was May 20, 1957, radar at Manston Royal Air Force Base picked up a giant UFO over Essex, England. According to Milton Torres:

1. He was scrambled in an F-86D jet fighter to intercept a large UFO;
2. He was "given orders to pursue the large unidentified flying object";
3. At one point, "he was told to arm his 24 rockets on his plane and fire on the unidentified flying object."

According to a 'Miami Herald' article from 2008, some of the following facts on this case:

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1. The "77-year-old Torres stated that the UFO he saw on the radar in 1957 "was not made of this Earth.";
2. His mission: "to fire upon the UFO was "just a dumb little kid going to slaughter.";
3. He expressed gratitude at not having fired because he surely "would have been vaporized."

Speaking to Miles O'Brien of Cable News Network (CNN), Torres said:

1. "he is convinced the UFO he encountered was designed by an "alien" intelligence and was not manufactured on Earth.";
2. He also shared: "It was some kind of space alien craft. It was so fast; it was so incredible. it was absolutely death-defying."

In several of his discussions on TV, he explained the UFO was more massive than a U.S. Aircraft carrier.[cmlviii]

Air Defense Alert at McGuire Air Force Base, Jets ordered to fire on UFOs: During the 1950s U.S. and Russian, Jets were ordered to fire on UFOs. On June 7, 1957, an air defense alert at McGuire Air Force Base, New Jersey was providing its pilots the same message. In the 'UFO Investigator Bulletin', it mentioned, a member of NICAP attending a briefing on the defense mission at McGuire stated the Air Force position on UFOs was the following: "When an unknown target on the radar is not identified it is our job to make an intercept to determine whether the target is friendly or not. If it is not, our mission is to destroy it."

This alert occurred between 2 and 3 pm on June 7th. The Continental Air Defense Command ordered a state of defense readiness. The alert affected two air defense command fighter squadrons and a New Jersey Air National Guard squadron.[cmlix]

Veterans

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Former serviceman shoots at Flying Saucer: On February 7, 1953, Reverend Elwell Jones, a Baptist minister became a character witness to a childhood friend named Lloyd Booth who shoots at a UFO in Columbia, South Carolina. One evening around 11:15 pm Mr. Booth, a former anti-aircraft serviceman observed a craft above the pine trees near his barn. He was drawn outside when his mules and chickens began acting up. When he looked up near the pine trees, he began to observe an object for close to 30 minutes. The UFO had a humming sound as it approached to within 75 feet of his location.

> **“Mr. Booth pulled out his pistol and shot at the object, which then sounded like metal being hit. The craft then pulled up and shot off at a 65-degree angle up and out of sight.”**

According to Mr. Booth, the object was not as loud as a conventional object as it took off. The observer noted what appeared to be a half wheel projecting from the bottom of the craft. His only regret was he had wished he had not shot at it so it could have settled on the ground to study it.

What is perhaps the most interesting twist to this story is the Air Force confirmed three Navy Balloons (Blimp) launched around this time period. Other characteristics of this UFO were:

1. "the bottom was oblong";
2. “the top was much like an egg cut in half”;
3. “the back had two red glass looking round openings about 16 to 18 inches in diameter”;
4. "the bottom of the craft had a crescent-shaped device covering half the length of the object";
5. “the size was 24 to 26 feet in length”;
6. “it was 8 feet tall”;
7. “the end tapered to a point”;
8. “the color was a dull gray”;
9. "no trail or exhaust was seen";

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10. "no visible means of propulsion yet a humming sound was noticed (like a large electric motor)";
11. “the observer walked under it as he observed it for 20 minutes”;
12. “there were no marks, insignia or numbers on the object”;
13. "upon takeoff, he estimated the object shot off at more than 700 mph."

The observer was versed in planes, balloons, and blimps and this was neither of these. All character witnesses testified the observer was not prone to lie, as he was a God-fearing, good Christian man. The Air Force admitted there were no other planes in the area at the time. The Air Force concluded the individual must have shot at a "Navy Blimp.[cmlx] Something not discussed in the file is "if the UFO" was a Navy blimp:

1. how could it look like a crescent-shaped object?
2. If he shot at a blimp why did the bullets not penetrate the fabric?
3. If a blimp, was this a small balloon? Many weather balloons and navy blimps reportedly were 80 to 100 feet in length – this was 24 to 26 long;
4. Balloons are typically silent – this UFO had a humming sound;
5. Most balloons had some form of formal markings – this object had no markings.

It appears the Air Force misclassified this case. In other air force sightings, discs were discovered circling our blimps to study our floating balloon technology. No consideration was given for this perspective. In two cases, US Air Force Jets fired on discs near our balloons. In one example above, our military shot at the UFO, but hit the balloon which exploded. The UFO took off into space.

Civilians

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Man shoots at egg shaped craft: Around 1:30 am on April 28, 1964, Mr. D.A. was in his truck near Edgewood, New Mexico when he encountered a UFO. As the object approached, his engine died.

"D.A. shared that he got out of his truck and found himself under a fluorescent green colored egg-shaped object that was 25 feet in length. He pulled out his revolver and fired six shots at the object. He reloaded and fired again, without effect. He then shared his story with the Police."[cmlxi]

Another newspaper shared: "Mr. D.A. told police that he hit the UFO six times and heard the bullets bounce off it."

"As he paused to reload, D.A. said the object moved silently northward. Mr. A. was unable to determine whether 7 or 12 shots struck the thing. He was also able to inform police the object was "silent" and appeared to be about 25 to 30 feet in length while it hovered 100 feet directly over his head."[cmlxii]

From APRO we learned more facts about this case: 1) "the unidentified flying object was 35 feet in size and green in color"; 2) "when his dogs began to bark incessantly when the object appeared".

APRO's version of the story included the fact: "He walked out toward his barn and saw the object hovering in a field and decided to get into his truck to see it. He drove out onto the field and ended up under the hovering craft."

> **"He pulled out his .22 caliber pistol and fired. He knew he struck the object when he heard the "ting, ting, and ting." He re-loaded, then the object started to move downward – toward him!"**

"He was now on foot, running and shooting. The unidentified craft followed him for 100 yards, then veered to the north and disappeared." [cmlxiii]

Finally, in a fourth report: "Investigating state police said the man was completely sober. He shot off his pistol 12 times hitting the object at least six times."[cmlxiv]

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Sheriff cracks down on UFO hunters: On January 29, 1965, Sheriff John E. Kent of Augusta County Virginia, informed the public he would crack down on flying saucer believers who were going outside to hunt saucers.

According to the ‘New Mexican’, three boys witnessed a small man east of the town. “Sheriff Kent said that residents armed themselves and went out to hunt the creature.” Kent’s position was that: "anyone carrying firearms in the county without good reason will be dealt with according to the law." He added: “suppose there really were creatures around from outer space who’s got a right to mow them down?”[cmlxv]

Maine resident shoots at 60-foot diameter saucer: On March 24, 1966, a man at Bangor Maine reported to authorities he fired his pistol at a glowing object and hit it. In the ‘Lovington Daily Leader’, he stated: “I could hear the elderberry bushes scraping as the thing came toward me.” The witnesses fired four times, and the 60-foot long object zoomed skyward.[cmlxvi]

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Chapter 23: UFOs / UAPs chasing cars and trains

In 2012, one evening around 7:00 pm, I took my video camera to a small parking lot in Farmington (Connecticut) to view the night sky. I set it up on a tripod, looked for Venus and the Moon, and began shooting. I had only been there for about five to ten minutes when a police cruiser pulled up, and the police officer asked what I was doing.

I shared, embarrassingly, I was looking for unidentified flying objects. What surprised me was the officer's statement, have you seen any? I said, not yet. He then offered, "if you want to look at some, there is a better location about five minutes away." I took him up on his offer and thanked him.

I went to that location several nights in a row. The first few nights, no UFOs, just commercial and private passenger planes and two or three air ambulance helicopters. One evening after working late, I decided to stop there on my way home to look at the stars. It was a glorious evening to see a black sky filled with many stars. It was that night, and only that night, that I witnessed my first UFO fleet.

Several months later, I can tell you that I had the privilege of meeting and interviewing another police officer from Maine, at the Farmington Library who had a close encounter with a UFO while in his cruiser. He was a guest speaker for the local MUFON chapter.

Though I have never been chased by a UFO / UAP in my car, I have been approached by several while standing next to my car and sitting in my vehicle. These events took place in Connecticut from 2011 to 2013. In some cases, these visitors appeared interested in my car for a very short period of time but moved on. In one case, I tried to chase UFOs / UAPs on two separate occasions in my car, which was a joke.

Never attempt to chase a UFO. In my case, I was following it along a street; it knew I was there and doubled back over my car speeding up and taking off into the night sky. In another case, I stayed side-by-side with a UFO / UAP for a few seconds before it zoomed off. In other words, unless these visitors want to meet you, it's a waste of your time trying to chase their ships down.

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In this chapter, we discuss police officers engaging UFOs at a very close distance and, in some cases, chasing them across their state.

The Police

UFO at El Campo, Texas: This next case comes to us from the ‘APRO Bulletin’. The story is one that exhibits surprise and shock as the officer experiences his first UFO sighting.

On September 1966, Deputy Sheriff Ed Korenek related his UFO experience at the Wharton County Court House on the condition that his account also be sent to federal authorities. His sighting was September 1966 at El Campo, Texas.

"I was the only one on duty except for the police dispatcher, Clarence Kibodeaux. At about 3:30 or 4:00 am, I was northbound on Highway 71, doing about 120 miles per hour to blow the soot out of the patrol car engine when I saw something on the highway north of me like a car on fire.”

“All of a sudden there was something by the side of my car doing 120 mph along with me. I jerked my head to the left, and it was like a car on fire, all flames and moving. At that speed, I didn't dare look long. I jerked my eyes back to the road, and there was another one on the highway ahead of my signal lights. This one was about three stories tall and glowing in flames. I couldn't see any shape."

"I started hitting my brakes and grabbed for the mike, but my radio was dead. I looked left to spot Thornton Airport," and there was another one hovering over the field. I gave the car the gas, heading right toward it. Then it (the UFO) began a sliding motion toward the east, drifted off the highway real slow and sucked its flame up behind it. That's the last I saw of it. I looked back at the airport, and the other one was gone. My radio came back on as I turned the car around."

"I told Clarence on the radio that I saw something in the field, but I didn't tell him what." “He wouldn't have believed me--I don't think anyone will." “Police dispatcher Clarence Kibodeaux confirmed the deputy's fright. He shared:

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"I don't know what he saw, but he called me on the radio and said 'you won't believe what I've just seen. I asked him what it was and he said": "'I don't know, and I'm not going to try to find out . . . I'm getting the hell out'."

"Police Chief W. W. Broadus of El Campo confirmed Korenek's reliability. "He's a good man," Broadus said. "He worked for me for about two and a half years. I'd say that his judgment is reliable. If he tells you something, you can depend on it."[cmlxvii]

The U.S. Air Force

50-foot diameter approaches a car: In the Fall of 1947 Mr. W. J. Rice, a former missile test mechanic at California's Vandenberg Air Force Base, observed a large unidentified flying object over New Mexico. Rice shared the following facts on his experience:

1. It "was a solid maneuverable machine of some sort."
2. I had it "in view about 10 minutes";
3. I "estimated it to be 50 feet by 20 feet in size";
4. "The ship came up over the mountains from the east. It came behind and over the car at 100 feet-went west 3 to 4 miles-turned north. It then came back to within 100 feet of the car and came down to within 20 feet of the ground.";
5. "I had pulled the car off the road-had gotten out and walked to the front of the car. When it came back on my right-north'-I walked around the front of the car to watch the ship land-as it had come down so close.";
6. "At that time, I knew nothing of saucers and thought it was a new kind of jet from Edwards A.F.B.-lost or in trouble.";
7. "I started walking to the ship and had made it only 20 feet when it went up and took off at a very high speed over the mountain.";
8. "The desert sky was clear and almost blue-white.";
9. "It was tremendous in size, and I thought it might be some new kind of flying wing as at the time we and England were

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trying to build them."[cmlxviii]

UFO near his car: At 7:00 pm on October 29, 1952, a Captain in the US Air Force reserve reported seeing a disc while driving his automobile from Fort Worth, Texas. The driver was 18.8 miles northwest of Jacksboro, on U.S. Highway 281 when he had the encounter. The case file reveals the UFO:

1. "was flying northeast on a straight course";
2. "was described as a circular disc, more specifically (two dinner plates inverted).";
3. "approached his car at 750 to 800 miles an hour at an altitude of 1500 to 2000 feet.";
4. "appeared to be 40 to 50 feet in diameter and 5 to 6 feet thick.";
5. "had tapering edges from the center to a thin like leading edge.";
6. "appeared gray in color or a dull aluminum in color with black trimmed leading edges.";
7. "emitted no sound";
8. "left no exhaust or trail and had no markings."

A voluntary statement, as well as a drawing of the object, was given to OSI at Carswell Air Force Base. The Spot Intelligence report was prepared and forwarded to the Director of Special Investigations, HQ USAF, Washington, (DC) as well as two copies to the Commanding General at AMC, Wright Patterson Air Force Base (OH). Lt. Colonel James Schofield, District Commander at Carswell Air Force Base, signed the cover letter.[cmlxix]

Car passenger reports UFO hovering over Xenia, Ohio: Around 10:00 pm an employee of Gentile Air Force Depot was driving on Indian Riffle Road when he observed a hovering UFO in Xenia, Ohio on August 3, 1953.

While driving on Indiana Riffle Road, the observer stopped his car and observed an oblong object that was green on the back and

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bright (star-like) in the front. The UFO hovered for 20 minutes before moving away in a northeasterly direction. It was believed to be at an altitude of 3 or 4 miles. His report stated at one point; it was like someone threw a switch as the light went out.

Several other witnesses came forward to report the same object. Each witness completed a US Air Force Technical Information Sheet. The Air Force was not able to conclude "insufficient data for evaluation".[cmlxx]

USAF Nurse reports 60-foot diameter UFO above her car: On March 6, 1968, between 5:30 and 5:45 am the manager of a Truck Stop on Highway 287 in Amarillo, Texas witnessed an unidentified flying object. The Project Blue Bookcase file tells us the observer's thoughts on the UFO:

> **It "looked like an edge of a plate that was thick in the center."; It had "a diameter between 30 and 70 feet."; The "color was that of white light as if seen through frosted glass."; "when the flying object "tilted," it took on the form of the top view of a plate (e.g., disc)".**

Finally, the witness said the "disc then sped away rapidly to the east at a 30-degree angle upward into the sky and disappeared into a cloud."

Around one hour later, between 6:20 to 6:30 am Major H., a USAF Nurse, was driving to work near Amarillo Air Force Base on Eastern Street near Highway 287, when she heard a noise like a wind tunnel or tornado.

Major H. stopped her car, got out and looked around. It was then she observed an object about 1,000 feet above her and slightly to the east. She re-entered the car and started driving east on 287.

The object preceded her car until she then lost the UFO after it took off at a fantastic speed. She described the UFO as being at least 50 to 60 feet in diameter.

About 30 minutes later, around 7:00 am Air Policeman Joseph F. Winfield was on duty at the South Gate of Amarillo Air Force Base

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when he observed the strange yellow light to the northeast.

This object had a red flashing light on top. The Officer reported it suddenly dropped from a dark cloud, made a right-angle turn, traveled horizontally and then went straight back up into the cloud deck.

Officer Winfield estimated that the object was about 700 to 800 feet in altitude and the size of a semi-trailer. He said it was "completely quite." When Winfield got off duty, he filed his report on his sighting. The Air Force concluded this sighting was a "possible aircraft.[cmlxxi]

Like many of the stories we read in Project Blue Book, the conclusions do not match the witness statements. In this case, the UFO:

1. was silent: aircraft make noise when nearby such as in this case (1,000 feet);
2. looked like a plate and appeared white, plated glass". I know of no U.S. aircraft in 1968 that had such an appearance.
3. "tilted." In 1968, we had helicopters that could tilt, but then again at 1,000 feet, we would have heard the engines.

This case should have been "Unidentified" or "Unknown."

Military Veterans

WWII pilot says UFO buzzed his car: On July 27, 1952, a veteran pilot from WWII told the CAA that a mysterious craft flew in front of his car while returning to Uvalde, Texas. The strange light made a pass ahead of his automobile. According to Mr. D.D. the object: "was like a welding torch flame, a brilliant blue-white."

The UFO made a rapid downward plunge, suddenly leveled off and shot down again behind a grove of trees. It then switched its course sharply in turns physically impossible for any aircraft, including a jet. He shared:

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“I have stood under F-86 jet fighter planes that buzzed me and I can say right here the F-86 couldn’t have matched this thing”.[cmlxxii]

Former B-29 crew chief reports Sphere near his car: Between 10:00 and 11:00 am December 27, 1952, a former B-29 crew chief and four other occupants accompanying him in his car observed an unidentified aerial object in the sky near Canadian, Texas.

The UFO was round having a high intensity bluish white light. The UFO flew 4,000 feet in front of the observer's car over the road then appeared to climb upward. It seemed to be flying along at 1,000 miles an hour. In this case the UFO:

1. emitted “no jet noise”;
2. had “no aerodynamic features”;
3. traveled at two to three hundred miles an hour, then as it climbed it increased its speed to 800 to 1,000 miles an hour.”;
4. was in “view for 3 minutes”;

A Teletype message was prepared at SAAMA Kelly Air Force Base and forwarded to the following commands: 1) HQ USAF Washington (DC); 2) ATIC Wright Patterson Air Force Base (OH); 3) ADC Ent Air Force Base (CO); and 4) AMC Wright Patterson Air Force Base Intelligence (OH).

Though the Air Force had not been able to determine any local air traffic, it concluded a possible “rocket” caused this sighting. Another theory in the file indicated the UFO could have been a jet with its afterburners. The argument was the plane could have been from an Amarillo, Air Base.[cmlxxiii]

1,000 miles an hour appears to be too slow for a rocket and possibly too fast for our planes at the time. Our jets at the time had speed ranges from 500 to 800 miles per hour. So, if this was not a rocket or jet, just what was this object?

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Former Air Force "WAF" witnessed a UFO: On December 5, 1955, a woman had a UFO encounter and kept the experience to herself for 14 years.

She finally got up the nerve to send her experience to experts to help her evaluate what she saw.

This witness had read the conclusion of Dr. Condon's report in the paper and became concerned. She believed her experience might shed light on the seriousness of this phenomenon. She first sent a letter of her encounter to Dr. Condon at the University of Colorado in March 1969 about the 1955 UFO encounter.

Her letter was returned stating the project was completed in January 1969. She then sends the message to the US Air Force and apologized for sending it to Condon first. She further explained the sighting had haunted her and wanted to share the case with others that might be able to help.

The WAF UFO Incident:

The former Air Force officer reported she was traveling back from a hunting trip in Gridley when she and her brother saw a UFO. She was looking out the car window when she noted what appeared to be a meteor striking the atmosphere and heading toward them.

She said: "it scared me and excited me so much that I yelled out to my brother to look, and as I yelled I took my eyes off of it for a couple of seconds but my brother had seen it by this time too, and he said hell that's no meteor."

"When I looked back at it, it was coming to a stop at an altitude of approximately 1,500 to 2,000 feet, and I would estimate it to be approximately ¼ of a mile from us horizontally."

"It was approximately 50 to 75 feet in diameter." The witness said the object was a brilliant, glowing round object slightly elliptical. She then said:

"We were, so awestruck that
we had no idea what we were witnessing."

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"The object stayed there hovering for about five minutes, and there was no sound at all, and then I noticed that its color was beginning to change slightly from the white-hot color to more of a yellow, and then it left us in a terrific burst of speed."

The witness explained, she spent: “four years in the Air Force and had watched F-86’s and F-94’s, make their fastest runs, but I had never seen anything move as fast as this thing.”

The UFO had an angle of entry that was very steep, from an angle of 80 degrees to 85 degrees perpendicular to the surface of the earth.

It came right on in; it didn't have to use the roller coaster type of reentry that the Apollo eight had to use.

She admitted: “That is another reason by the way that I didn’t try to report this to the Air Force at that time because in those days you know better than I, that we hadn’t even gotten into space and that any object striking our atmosphere at those kinds of speeds would be burned up.” The Air Force, of course, concluded the object was a "possible aircraft." [cmlxxiv]

Comment | Being an Air Force Brat; I too have seen many of the fastest jets at on airbases and airshows. I do not believe we had anything in any military arsenal of the United States (at that time) that can travel faster than an F-94 that can suddenly stop within 400 meters of a car.

Civilian UFO Encounters

400-foot-long swoops down over a car: Four regional newspapers carried this next UFO story. The witness, a photographic salesman, witnessed a giant UFO in Oklahoma on U.S. Highway 81.

On July 29, 1952, Mr. S. E. was driving in his car on U.S. Highway 81 when a giant UFO descended near his automobile. He was distraught and contacted local police to report the sighting. The news articles share some of the facts on the object. The UFO:

1. “swooped down in front of his car.”;
2. was “400 feet long”;

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3. was “yellow-green” in color”;
4. “left tremendous pressure and nearly tossed his car off the road”;
5. “then completely reversed directions and disappeared in a few seconds to the west.”

Mr. S.E. said when “the object came directly overhead it looked like a "huge round ball.[cmlxxv]

Disc zooms over highway: Around 7:18 am two Fort Worth men Mr. J.M. and Mr. R.N. reported a flying saucer while driving along Highway 183 about five miles from Dallas, Texas on July 30, 1952. They said: "the sun hit it as it zoomed right over the highway." According to the ‘Times-Herald’, the UFO:

1. was “a silver disk”;
2. “looked to be about 20 feet in circumference”;
3. “seemed to be doing about 300 miles per hour”;
4. “was about 3,000 feet high.”

Mr. R.N. "who has a private pilot's license; declared he was sure it wasn't a plane." The UFO then departed.[cmlxxvi]

Pilot reports 15-foot diameter disc near his car: On March 3, 1957, a pilot traveling on Highway 72 south of Baudette Minnesota witnessed an object that resembled the headlight of a train.

According to the ‘Baudette Region’ newspaper, the object; “was highly luminous and circular in form.” It was “moving some 50-60 miles an hour just over the treetops".

The witness “then stopped his car, rolled down his window and reported no sound coming from the object. The object was reported to be 15 to 18 feet in diameter and moved southeasterly.”

According to Major Donald E. Keyhoe’s book; “Flying Saucers: Top Secret”; “the object moving upwind and had an odd glow that shone on the snow-covered ground. It was so low it seemed to suck the loose snow up under it as it passed.”[cmlxxvii]

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40-foot discs pace Train, Story by Frank Edwards: On October 3, 1958, around 3:10 am the train crew of Monon Railroad heading from north central Indiana to Indianapolis observed four UFOs. “Fate Magazine” printed Frank Edwards, the account of the following story.

“The crew had just past the town of Wasco when they observed four lights. The lights were moving in a "V" formation. They commented they saw planes every night but commented: "These things were not planes!". About this time the objects passed in front of the train about a half a mile down the tracks. The train was pulling 56 cars. The observers said once the UFOs passed the tracks they came back. The conductor called the caboose to tell the men what they were seeing”.

“The objects then came down over the train. The objects remained a couple of hundred feet above the train. They believed the objects were nearly silent but could not hear for the train itself was noisy. The observers said: “They flew over us one after another – big, round white things that looked about the color of fluorescent lights, fuzzy around the edges." He further said: "they did not glare and they didn't light up things as they went over."

“The objects were then said to have gone down the tracks and appeared to stop behind the train. It was the men in the caboose who observed the discs down the tracks. The objects then took off towards the east getting brighter as the speed increased. One observation was when they moved they were white, then when they slowed down the colors turned to yellow or dirty orange.”

“The other observation the men made when the discs shot up behind the train a second time, they appeared just over the treetops. The discs were slightly "tilted and traveled in that fashion." The objects were estimated to be 40 feet in diameter and 10 feet thick. At one point they were not farther than 200 feet from the back of the caboose. According to the article, the men did not want to report the sighting to the Air Force " to avoid becoming subject to ridicule." However, the two of the trainmen felt it was important to get the word out and had an interview with an Indianapolis television station”. [cmlxxviii]

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“Fireman Cecil Bridge, a former Air Force bomber crewmember and Engineer Harry Eckman first spotted a formation of four strange white lights crossing the track ahead of them at 3:10 am.

The lights turned and approached the train, dropped down to 200-300 feet and crossed the full length of the train. Conductor Ed Robinson at one point focused a powerful torch on the objects, which immediately flew away, returning a few minutes later.” [cmlxxix]

NICAP's ‘UFO Evidence of 1964’ has more information on this UFO case including a drawing of the UFO.

Police investigate egg-shaped UFO: On April 26, 1964, at 10:30 pm (Sunday), George Mitropoulis was driving north on U.S. 85 near the junction of US 85 (Albuquerque, New Mexico) when he witnessed a UFO.

Mitropoulis said the strange object looked like an "upside down bathtub" and came toward him from ahead and about one-fourth of a mile to the East.

It then came up over the crest of a hill and then dropped back behind the mountains. Mitropoulis asserted he didn't just see things because he stopped the car and after the object went back behind the mountains and he could hear the noise, which resembled muffled jets.

He emphasized there were no lights on it, but it glowed with luminosity, and there was a glow underneath like exhaust flames. Mitropoulis got back into the car and caught up with another vehicle ahead of him and stopped it. He asked the two men if they had seen the object also. He said they denied seeing anything, but they acted strangely.

Mitropoulis then drove into Truth or Consequences and reported his experience to the police, but they merely laughed at him. He then made on and stopped west at Socorro after which relating his UFO encounter he shared about the Zamora sighting, and he felt better knowing that someone else had seen something unusual.

In essence, the thing Mitropoulos saw at Caballo Reservoir, came out from behind a hill toward the highway, and then went back

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towards a mountain. The object reportedly was in plain view of cars traveling on Highway 85, but no one else dared come forward. [cmlxxx]

UFO chases woman's car: On September 3, 1965, Pease Air Force Base began receiving an uptick in the number of UFO reports. The Exeter area of Rockingham County, New Hampshire was experiencing their own UFO sightings. The Public Information officers at Pease Air Force Base confirmed all reports were dispatched to ATIC Wright Patterson Air Force Base for analysis. A few of the stories were as follows:

1. "One report revealed a woman fainted in her car after the object chased her vehicle for 12 miles and departed after she stopped the car.";
2. "Two police officers" and a young man observed "a UFO in a field.";
3. "In Nashua radio newsman Mr. A. L. and his brother observed a disc hovering several thousand feet above a field. The object gave off a "humming sound" and had red and green lights going off and on in sequence."

A Pease Air Force officer stated: "We have been getting all kinds of reports…but we don't laugh them off."[cmlxxxi]

UFO almost ram's a car: On March 12, 1967, at 8:05 pm three teenagers on their way home from a church meeting was "nearly driven off the road by a UFO." The 'Hartford Courant' shares the witnesses from North Coventry, Connecticut was driving on the South Street extension when this event occurred.

"At the crossroad, we saw this glare coming over - straight at us. Cheryl froze up and let go of the wheel. We nearly went off the road.

"The thing looked as though it would ram us.",
"All we could see was one round rim in blinding white light."

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One male witness “estimated the object was about 20 to 25 feet up – as high as the trees”. The ‘Hartford Courant’ article continues: "After the light passed the car, the three stopped and looked back, but saw nothing. They did not get out of the car to see if the light was above them." It was also reported that one of the witnesses then contacted a neighbor (Mrs. Leo T. Leary) who worked for the police. [cmlxxxii]

Woman reports cone-shaped UFO on road: On September 17, 1967, at 7:45 pm Mrs. W. R. III of Winsted, Connecticut, and her three sons witnessed a cone-shaped UFO. They were driving on Platt Road on a high hill area overlooking the city of Winsted when the cone-shaped object was seen sitting on the road about 300 feet in front of the car.

The object was as tall as the cross bars of the utility poles and was wide as the road. According to the ‘APRO Bulletin’: “It was almost a triangle in shape, like a cone. It went up to a point with red lights about the sides and through the middle”.

“She became frightened as she had her lights on high beam but couldn’t see any form except the red lights. The lights she said began a foot above the road. The object then began to disappear as though it has gone behind a tree. She moved toward the object where it was last seen but noted it was gone. The object made no sound.”[cmlxxxiii]

Man reports UFO 200 feet above his car: On April 27, 1967, Mr. L. an Oklahoma resident, contacted the highway patrol to report that a flying object with flashing lights chased his automobile.

Mr. L. told Trooper Charley Townsend that: “the UFO remained 200 feet above his car as he traveled along a county road in Southwest Oklahoma.” A second witness “from a nearby farm, told Trooper Townsend that he saw the UFO chase” Mr. L’s car.

Mr. L said: "he tried to shake loose the airborne object, but it remained over his car, focusing its lights on the car. He lost contact with the object around 8:30 pm."[cmlxxxiv]

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A woman almost hits UFO: The following case was in Project Blue Book. Dr. Allen Hynek states the U.S. Air Force misclassified this case which should have been "Unidentified."

On April 3, 1968, around 8:15 pm a former Air Force flight attendant Mrs. L. was driving her car with her ten-year-old son when they observed a boomerang-shaped UFO on highway # 35 in Cochrane, Wisconsin.

In a handwritten note to the Air Force, Mrs. L. explained that while driving she observed an object come “up from a dip in the hill” – not fast but very smooth like something gliding but lower than a plane. The object then hovered and stopped above the car. It was then the UFOs “lights went out."

Mrs. L pulled her car over onto the gravel because she feared smashing into it. It was during this time her car lights began to dim slightly, but she did not think much of this until the car’s engine, lights and radio went dead.

The UFO came down over her car. Mrs. L then said: “I had to bend forward toward the wheel and looked straight up and there it was above us”.

She opened her car window and heard no sound. It then went over the field. After the craft left her location she tried her car three times; the engine sound was that of grinding. On the third attempt, her car engine started up.

It was then Mrs. L. observed the “thing” coming back toward the car. She floored the engine and told her son to watch where it was. Mrs. L. shared the following facts about the UFO:

1. It “could move up and down and sideways like moving in a wavy fashion.”;
2. When the "thing" stood still, it was an Indian orange color and less bright but had cloudy stuff around it.";
3. “When it moved the light got brighter and redder.”;
4. “The “thing” had a bluish white color in one area of the craft when it was above us.”;
5. Was seen a total of “8 to 10 minutes.”;

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Mrs. L. conveyed the following statements:

> **"I was calm the whole time until it came back toward us the second time. It didn't give any inkling of being an earthly thing."**

As Mrs. L and her son left the scene, they observed the object against the Cochran Mill, which was five stories high. The case file has the transcript of Dr. J Allen Hynek interviewing Mrs. L. It was during his debriefing of the witness; those additional facts became revealed. Mrs. L. confirmed; "when the object dropped above their car, the "thing" was bigger than the road width."

She contacted the traffic officer that lives in the town to report her sighting. Dr. Hynek also talked with her son: “who said the car got as hot as 70 or 80 degrees when the object was over their car.” Dr. Hynek asked if Mrs. L. would like to see one again and she said no. In her response she said:

> **“No Sir, not after that, because I thought it had control of me, and when it came above us you know if you stay in a house at night and everything is still, there’s still the noises of living, you know, but when this thing was there, there wasn’t even the noise of living. It was nothing. It was an eerie quiet.”**

Dr. Menzel, another astronomer (from Harvard University and UFO debunker) shared his 3-page analysis in the case file. He recommended that Mrs. L. and her son watched a "quarter phase of the moon." Dr. J. Allen Hynek, an astronomer (from Northwestern University) and Chief of US Air Force studies for UFOs disagreed and believed the rating should be "unidentified." His report was 23 pages of analysis. The Air Force kept the causation as a “probable Astro (Moon).[cmlxxxv]

This case is a perfect example where the case was incorrectly classified. The case should have been marked "unidentified." Most of us clearly understand, the moon does not fly over fields, hover next to buildings, come back, fly up and down or hover over cars. We also

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certainly understand; the Moon does not turn off car engines and cause people's hands and feet to burn.

Dr. Menzel of Harvard and Dr. J. Allen Hynek of Northwestern had two distinct beliefs on UFOs: Dr. Menzel was known to have studied this phenomenon back in the late 1940's. Though he suspected something was up, he became the official critic (debunker) for the Air Force.

Dr. J. Allen Hynek, on the other hand, had always been a skeptic and was hired by the Air Force, as chief of the Blue Book scientists for that belief and being an Astronomer. He soon became a believer after interviewing and studying so many UFO encounters.

Two Ladies report UFO approached their car: On August 22, 1968 around 1:15 am Mrs. Rita Decker and another woman observed a UFO near Barkhamsted, Connecticut.

They stopped the car and watched the object the size of an orange in the sky that was "very bright." The two ladies observed the thing for ten minutes then noticed it approaching their direction. They stated:

> **"It was traveling west towards us and this is what scared us. We didn't know what to do."**

They then turned off the car engine and lights. They stated they heard no sound, not even from the unidentified flying object. The two contacted Winsted police and from there contacted Larry Fawcett of APRO. The last thing she said when asked what she believed, she stated: "Seeing is believing brother, and you can write that too." [cmlxxxvi]

The U.S. Army

White Sands officer reports UFO with windows near his car: November 25, 1952, around 8:30 pm, an officer returning to White Sands Proving Ground witnessed an unknown craft approach his car. The characteristics of this sighting were extraordinary:

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1. He first observed lights in the middle of the road, whatever it was, had a lighted green center,
2. It then disappeared, as he approached it,
3. Another light appeared from his right 3 to 5 minutes later at an altitude of 300 to 500 feet,
4. The object made a right-hand turn and then disappeared at an angle of 90% into the sky,
5. The object had two rows of what appeared to be windows and brightly lit,
6. the windows were five to six feet in height, and each row had six to eight windows.
7. This object had no sound. The Air Force file suggests, they were unable to conclude the case based on "insufficient data for evaluation". [cmlxxxvii]

In another statement found in the file, the witness first thought the object could be a C-119 or C-123. However, he changed his mind when the UFO made a right-hand turn above the road and then disappeared at an angle of approximately 90 degrees, straight up into the sky.

He admitted he could not state whether it was a plane or type of aircraft. He then described the windows on the craft that had a bright light from inside.

After the object disappeared, he said: "I stopped my car and got out to see if I could see a plane but could see nothing. I turned off the motor on my car to see if I could hear the motors or a plane, but I could hear no sound. I then proceeded to White Sands Proving Ground." This report was sent on to the Commanding General at Wright Patterson Air Force Base, Ohio.[cmlxxxviii]

Whatever had such large windows, emitting no sound at such proximity would suggest a craft of generous portions used for some form of Reconnaissance.

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Chapter 24: UFOs / UAPs are faster than our Jets

UFO / UAP PASSING U.S. AIRFORCE JET

The UFO/ UAP propulsion system is far more advanced than our jet internal combustion engines. These UFOs / UAPs can outrun our jets, leaving our pilots in the dust as if we were standing still.

Pilots find themselves in various situations with these UFOs/UAPs. In some cases, the UFOs / UAPs play tag and insist our pilots follow them. During these chases, the UFO/ UAP will stop in midair and wait for our jets to catch up. In other cases, the UFOs/UAPs will circle our jets performing unbelievable maneuvers to show off their skills. These visitors have executed the same maneuver around passenger planes.

In this chapter, we discuss such unexpected encounters with these advanced crafts.

The U.S. Navy

U.S. Navy Plane encounters 200-300 Foot Disc: This next case comes to us from NICAP, Project Blue Book and can also be found in Dr. Steven Greer's disclosure project on line. As this can be read at NICAP.org, we will only present a few excerpts here:

On February 10, 1951, the crew of a Navy plane encounters some large UFO 200 miles northeast of Argentia, Newfoundland. The pilot shares: "While serving as second Plane Commander on above flight, I was an eyewitness to an unusual sighting of an unidentified flying object."

"We were at 10,000 feet altitude cruise in a true course of about 230º at time of the incident."

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“My attention was first called to the occurrence by Mr. Bethune, who asked me to look at an unusual light which was to my right.”

“I then saw that there was a glowing light beneath a thin layer of stratiform clouds beneath us.”

“This object appeared to lie on the surface and was throwing a yellowish-orange glare through the cloud deck. It appeared to be very large”; and I at first thought that "it could be a large ship completely illuminated”.

“Mr. Bethune and I watched the object for several minutes in trying to determine its nature. We then called out Navigator, Lieutenant N. J. P. Koger to the cockpit to scrutinize the UFO and render his opinion as to its nature.”

“While further observing the object, I saw that it suddenly started ascending through the cloud layer and it then became quite bright. The UFO was huge and was circular with a glowing yellow-orange ring around its outer edge.”

“This object appeared to be climbing and moving at a tremendous speed, and it seemed to be on a more or less collision course with our aircraft. When it looked that there was a possibility of the collision, the object appeared to make a 180-degree turn and disappeared over the horizon at a terrific speed."[cmlxxxix]

This aerial engagement report was sent to the Commanding General at AMC Wright Patterson Air Force Base in Ohio. The Air Force concluded the crew witnessed an astronomical sighting, the "Aurora Display." Contradictory statements found in the file states no definite conclusions could be reached even after considering meteors and fireballs.[cmxc]

Navy pilot reports 60-foot-long UFO near his PBY plane: On October 18, 1951, at 3:33 am a waist gunner aboard a PBY Mariner, RD-5, US Navy patrol plane sighted an unidentified light on the port side of aircraft over the China Sea.

All hands-on board the plane observed the hull shape. It was described as being 60 feet long and having wings that were swept back and down with dihedral at the tips.

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The radar man confirmed the contact reporting the distance at 12 miles at an estimated 4000 feet altitude.

Ensign George Gregory, the Patrol Plane Commander, made a turn to place the object between the moon and the PBY. The craft turned also and pulled ahead to twelve miles. The PBY applied power and closed to about 3 to 4 miles. During this time the craft was observed with binoculars.

The craft accelerated slowly to 16 miles where it again was confirmed by radar. It then rapidly pulled away to 22 miles, and all contact was lost. The total length of observation was approximately 22 minutes.[cmxci]

U.S. Navy personnel watch UFO pass Navy Plane: On April 14, 1952, around 6:34 pm a red glowing UFO was spotted over the US Naval Station at Memphis, Tennessee. Two Lieutenants on flight duty reported an "inverted bowl" with slots running vertically from top to bottom.

The object was three feet long and one foot high. The UFO was bright and flying at a rapid pace at 2,000 feet in altitude. No sound was heard coming from the object. The naval officers were heading 18 degrees at 2,000 feet when the object appeared to pass about 100 yards from their aircraft and was in sight for 45 to 60 seconds. The Air Force rules this case as an "Unknown."[cmxcii]

U.S. Navy pilots report UFO during a trip to Indianapolis: The following case comes to us from the NICAP publication of “UFO Evidence 1964” which was presented to Congress in 1968.

On September 7, 1953, around 8:00 pm U.S. Navy Reserve Lt. "S.D.S." was flying to Indianapolis from Columbus with his wingman, both in FG-1D Corsairs when they reported a UFO. This incident took place near Vandalia, Ohio / near Indiana border. The witness states: “Shortly after 8:00 pm:

"I noticed a brilliant white flashing light pass directly below us from south to north, traveling extremely fast at about 2,000 feet." We were at 4,000 feet.”

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"I called my wingman, but he did not see it. After passing beneath us, it pulled up and climbed rapidly out of sight to the north. The light was much like burning magnesium."

"Returning from Indianapolis (about 9:00 pm), I was leading the flight. I noticed the same brilliant white light at 12 o'clock high and called my wingman again.

"This time he saw it. It stayed motionless relative to the airplane's movement for about two minutes, then disappeared. It reappeared again quickly at 9 o'clock level. It again remained motionless for about two minutes and then dove and pulled up ahead of us and climbed out of sight."

"At no time we're we close enough to see any concrete object or shape. Both of us were at a loss to explain this phenomenon." [cmxciii]

The National Guard

Triangular UFO passes C-47: On June 15, 1950, at 8:25 pm a National Guard Pilot (Lt Colonel) flying a C-47 from Kelly Air Force Base, Texas to David Monthan Air Force Base reported an object sped by his plane.

While flying at 11,000 feet an object the size of his own aircraft (a C-47, flew by his jet at 1,000 feet. The UFO was an Equilateral Triangle. The UFO was heading west at an estimated speed of 700 mph and left no trail. The object had no conventional aircraft lights on the craft but noted ten to twenty white lights evenly spaced around the perimeter of the object. The visibility was clear for 30 miles according to the pilot. The Air Force concluded this was an "aircraft."

This case is misclassified. If a Lt Colonel pilot has a near miss within 1,000 feet of a craft the same size as his own which has no conventional lights, what was it? Ten to twenty white lights evenly spaced around an object is most likely some other design.[cmxciv]

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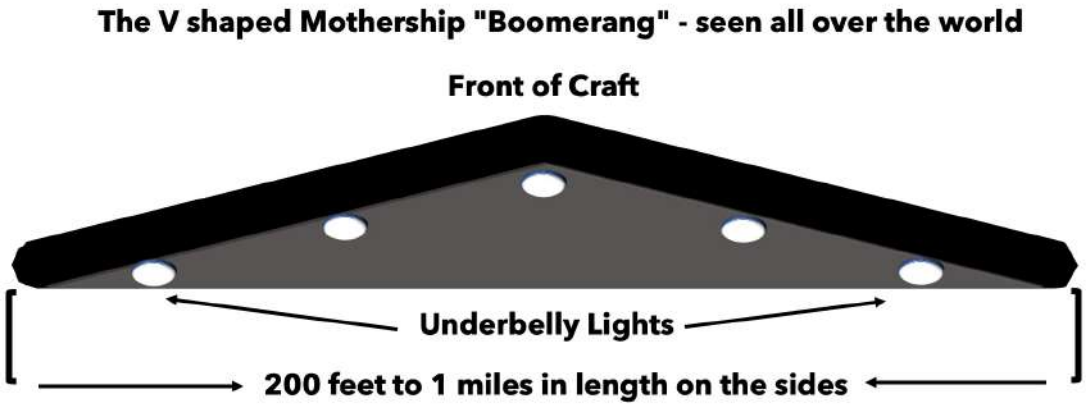
The V shaped Mothership "Boomerang" - seen all over the world
Front of Craft
Underbelly Lights
200 feet to 1 miles in length on the sides

USAF General Fairbrother reports UFO: Despite the witness being a General and flying a military plane this following case was not found in Project Blue Book. The case is brought to us from the research of Loren E. Gross and the UFO magazine. We will provide a few excerpts of this story. Around 5:00 pm on November 18, 1951, pilot General W.H. Fairbrother was in a P-51 when he encountered a UFO near Minneapolis, Minnesota. “Fairbrother said the object was "non-descriptive and sort of pale…Whatever it was, it was so fast it was out of sight before he and Stewart could turn their fighter planes to pursue.”[cmxcv]

UFO engages F-86 at 44,000 feet over Ohio: Around 6:30 am on November 26, 1957, a National Guard pilot flying an F-86A observed a UFO approaching his jet. He had just departed Van Wert (OH) Municipal Airport when the incident occurred. According to the Air Force case file, The UFO:

1. “approached his jet at 40,000 feet in altitude”;
2. “was large and flat; longer than it was wide”;
3. “had a silver color”;
4. "changed the brightness of its colors when moving.";
5. "came toward his plane at high speed, slowed down and changed (angled) its course and headed east"; (note: as if to avoid a collision, JC)
6. “was seen for 10 minutes.”;
7. "had "great speed and performed acute maneuvers."

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The pilot reported the incident to the ARTC at Chicago via radio, and they forwarded the information on the to the ADCC, the 30th Air Division at WRAFS, Michigan. When interrogated by the Air Force he was asked what the object looked like: He responded: "Heat a steel disk or rod to yellow-white and suspend it so the edge or length of it would be exposed to you."

A drawing in the case file delineated a cylindrical shape and appeared the color of "molten metal."

A note in the case file states: "Believe this is quote Unidentified Aircraft of 100 series and not UFO report. However, a report is official from USAF pilot, and considered in A-1 Category, resolving incident is considered warranted in view of the current rash of UFO sightings."

A Teletype message was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) Air Technical Intelligence Center, ATIC Wright Patterson Air Force Base (OH); and 3) the Director of Intelligence USAF Headquarters USAF, Washington (DC). The Air Force concluded the witness observed the “probably contrails of a B-47”. A handwritten note in the file reveals the following information:

1. “Believe this is “unidentified aircraft and not UFO”;
2. “Three B-47’s were traveling at 33,000 feet at the time of the sighting.”;
3. “The F-86 pilot did see the planes below his position and tried to contact them but was not successful.”;
4. “Several bases were contacted and reported no aircraft in the area at the time. These bases included Wright Operations Officer (OH), WRAFS (MI), Grandview Air Force Base (MO), Hanna City Air Force Station (ILL), Bunker Hill Air Force Base (IN) and Rockville Air Force Station (IN).”
5. “ADCC 30th and Chicago ARTC all stated no objects were in the area at the time and place.” [cmxcvi]

The final conclusion was most presumptuous on the part of the Air Force. The F-86 observed:

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1. A single object was seen (not three);
2. It was at his altitude (not 33,000 feet);
3. It was flat round or elongated “hot white or molten metal in color;
4. It approached his jet at fast speed and angled away;
5. It was highly maneuverable – B-47’s do not have this kind of maneuverability.

If the object was a 100 series, it is not known what air base this plane could have come from, the experimental craft was being routinely flown out of Wright Patterson. It would have been preferable to see this sighting labeled "Unidentified."

The U.S. Marine Corps

UFO paces U.S. Marine plane at Norfolk, Virginia: This next story comes to us from the "Charlotte News." This case was not found in Project Bluebook despite the fact that this case involves a U.S. Marine plane and UFO. Since this article can be read, only certain facts will be presented. On August 1951 Major C. observed several “orange lights”;

1. The objects were “cruising about 3,000 feet below him about two thirds his speed of 380 mph.”;
2. “Believing they were exhaust glows, his mind changed when one light turned and dashed away at more than six times the speed of his Navy warplane.”;
3. He then directed his plane into a dive “directly at the remaining orange 'something.”;
4. “As if spotting the diving Corsair, the light executed a sharp 90-degree turn, changed its coloration, and vanished.”;
5. He looked in his mirror and could see the object behind his plane. The “thing' near enough now to be discerned as disc

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50 feet in neon display flashing pink, orange, red, and bright white."

The 'Charlotte News' mentioned the pilot was unable to shake the object from his tail.[cmxcvii]

U.S. Marine F9F Panther Jet chases UFO at Norfolk: The following case was not found in Project Blue Book but brought to us from the NICAP research organization and the research work of Richard Hall in his book: "The UFO Evidence," Page 32". Again, since this can be read in his book only a few details will be provided.

"Marine Corps Aviator Lt. Balocco was returning to base in an F9F Panther jet when he spotted a UFO over Norfolk, Virginia on February 3, 1953. Balocco had been on a mission checking the sky for a mysterious silver-colored object reported earlier by Navy authorities at Norfolk when suddenly he looked down and witnessed a UFO."

"Lt. Balocco was cruising at 20,000 feet, and the UFO appeared below him around 10,000 feet. He first assumed it was just another aircraft. It was then Lt. Balocco suddenly noticed that the strange crimson lights abruptly jumped:"...10,000 feet vertically in a matter of seconds."

"Lt. Balocco banked his jet sharply and headed toward the red lights at top speed, some 500 mph. During the next 3 and ½ minutes, the Marine pilot tried to catch the UFO but never got closer than 10 miles."[cmxcviii]

Figure 34 - F9F Panther[cmxcix]

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The U.S. Air Force

Disc-shaped UFO passes military plane: On July 8, 1947, around 4:30 pm a UFO shows up a Bergstrom Field (Austin, Texas). The American newspaper reported: "Sergeant C.F. Clifton, an aerial radioman, observed a saucer bound heading towards San Antonio. "Other members of the crew also saw the discs." According to Clifton: "I think it was about 18 feet in diameter and looked as though it was made of glass,". The newspaper quotes Sgt Clifton as the crew is flying in the air near the UFO.

"It was extremely bright and kept flashing.' "Sgt. Clifton said that the crew figured that it must have been flying 1,440 miles an hour because it overtook and passed their plane in such a short time.

t was round and was flying at a slightly tilted angle. 'The disc seemed to be spinning as it flew,' Sgt. Clifton reported. "It blurred radio reception slightly." "Lieutenant Charles 0. Anderson was piloting the plane which the discs passed about 4:30 pm." [m]

60-foot diameter disc follows pilots over Alaska: On August 4th, 1947 (AK) two Alaskan veteran pilots in a DC-3 engaged an aerial pursuit of a "disc-like object" northwest of Bethel, Alaska. Pilots Jack Peck and co-pilot Vance Daly informed the Civil Aeronautics Administration that the incident occurred at about 500 feet in altitude. The “Sitka Sentinel” shared the following CAA report:

1. “The object looked a “disc-like object resembling the rear view of a C-54 without motors or flying wing;”
2. “The wind was negligible and the ceiling and visibility unlimited.”;
3. "The object took a true course northwest and had no visible means of propulsion."

“After determining no reported traffic at Bethel. Peck followed the object in a DC-3 for five minutes at an indicated airspeed of 170 miles per hour before it disappeared."[mi]

According to Air Force files the object (disc) spotted was:

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1. “larger than a C-54 (over 60 feet in diameter)”;
2. "black in color and saucer-shaped.";
3. “between 500 and 1,000 feet in altitude.”;
4. “no more than 1200 feet from the DC-3.”

The Air Force also said the witness shares it had: 1) “a smooth surface and was streamlined in design.”; 2) “no wings and no visible signs of propulsion.” The report also states according to officials in charge of the Airlines, Captain Peck: "is not the imaginative type." The Air Force files suggest the pilots were startled by another “conventional aircraft” and gave chase. The AMC said the pilots were partially blinded by the object being silhouetted against the brilliant sky”. Though the Air Force labeled this sighting a conventional aircraft, it did not appear conventional according to Captain Peck's top-down view of the object. Several factors rule out conventional aircraft. This object was:

1. Saucer shaped;
2. had no wings;
3. had no tail section; and
4. had no means of propulsion.

Finally, the sudden acceleration of the object away from Captain Peck leaves us with the fact this case was incorrectly labeled.[mii]

UFO flew up behind T-6: Between 9:45 pm and 10:03; November 18, 1948, USAF reserve pilots (Lt’s. Jackson and Combs) observed a UFO pass over Andrews Air Force Base. According to the witnesses, the object was:

1. “highly maneuverable”;
2. “whitish-grey in color”;

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3. “oval in shape”;
4. "smaller than a T-6" (e.g., less than 30 feet long);
5. “lighted from within”;
6. “highly evasive”;

Figure 35 - T-6 "Texan", [miii]

The witnesses added the UFO had: 1) “high acceleration capabilities”; 20 "vertical maneuverability."

The UFO crossed over the base, came back again in a circular pattern, rose to 4,000 feet in altitude, dropped to 1,700 feet and then climbed up to 7,000 feet.

The observers also reported the T-6 pursued the UFO to identify the object. The T-6 made 3 to 4 passes at the UFO while climbing and attempted to dive at it.

However, the UFO dropped down and came up behind the T-6, then circled the base several times. At one point the T-6 came to within 300-400 feet of the UFO. The pilots turned on their landing light, and the UFO responded with a dull glow, then sped off to the Northeast at the 8,000 feet level.

During the encounter, the UFOs speed varied from 80 to 600 mph and maintained a multidirectional or omnidirectional flight pattern.

Another reserve pilot, a USAF 2nd Lt. in another aircraft over the NE corner of Andrews Air Force Base at 1,000 feet saw the object directly overhead. A further independent witness, USAF Staff Sgt. John J. Kushner observed the object from the ground. [miv]

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Researcher Robert Hall (NICAP) shared Lt. Combs statement: "I chased the light up and down and around for about 10 minutes, then as a last resort I made a pass and turned on my landing lights. Just before the object made a final tight turn and headed for the coast, I saw that it was a dark gray oval-shaped object, smaller than my T-6." [mv]

Disc side swipes Air Force T-6: On March 20, 1950, 1st Lt. Charles O. Wiedman, walked into the office of Connally Air Force Base Detachment, 10th District OSI, Waco, Texas, on March 24th to prove once again that "flying saucers" were not just a civilian problem. Official records of the 10th District reveal: “On the morning of 20 March 1950, he was flying from Albuquerque, New Mexico, to Lubbock, Texas; ...when he noticed a white object approaching from about eleven o'clock.”

“The object was traveling at a speed which he estimated to be 2,000 miles per hour. The object passed his T-6 aircraft and disappeared behind the plane in a matter of seconds. Lt. Wiedman further stated that when first sighted, the object appeared to be spherical, white and luminous, but as it passed on his left he noticed that it appeared to become elongated in shape and that the rear sections appeared to be a light bluish lavender.” [mvi]

B-36 is paced by two Spheres, Washington County, Vermont: On March 22, 1950, a civilian witness reported two white sphere-shaped UFOs flying formation with a B-36 over Montpelier, Washington County, Vermont.

Figure 36 - B-36 Peacemaker,[mvii]

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The observer shared the two spheres were breaking up the cirrus clouds as they passed through them. The Air Force file states a B-29 had been in the area at the time and not a B-36. The Air Force concluded the witness observed “reflections” from the B-29 aircraft. [mviii]

UFOs are known to break clouds as they pass through. This phenomenon was shared during the 2006 Chicago O'Hare UFO sighting over the United Airlines Terminal. Also, during World War II, round ball sphere-shaped UFOs called "foo-fighters" would follow US Army and British Heavy Bombers over Europe.

Texas resident witnesses’ discs near B-36: On March 30, 1950, residents, reported several saucers over Austin. One police Sergeant (Mr. A.E. Garrison, Jr.) was convinced with his 20/20 vision that the object, something like a jet was hovering around a B-36. However, the citizens reported certain aspects that did not conform to a plane in flight.

The “Austin American” stated “Sterling McLean reported an object circle around for about 5 seconds at 3:50 pm. Then the disc gave off a cloud of smoke and "noiselessly" disappeared. A man working near the home of Mrs. Rowell reported seeing three discs in the sky at 4:00 pm. Mrs. Rowell, her son and a friend also saw the three objects. Mrs. Rowell also reported seeing a "big round disc, going "straight up with a puff of smoke trailing behind."

“Another Austin woman living at Hyde Park looking for the B-36 saw instead a silver object, which "flipped over and hung smoking in the air for three seconds." She said, "I know a jet, and this wasn't one."

“Another gentleman (J.S. Osborne) and veteran of the Air Force saw flying objects at 1:30 pm and 2:00 pm and said they were not jets planes. Osborne said the shiny disc-like object came into view from the northeast. It was more than 50 feet in diameter and some 6,000 feet up in the air. It hovered for a few seconds and then suddenly vanished into the sun.”

“Two students at Southwest Texas State College, Joe Scott and Bob Glazer said they saw two discs directly over the college. The

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objects reportedly were high up and after a few seconds headed north at high speed."[mix]

The "Baytown Sun" shared: "Some half dozen persons in parts of the city reported seeing a strange object cavorting around a B-36 as it droned high over the city. Sterling McLean, a University of Texas sophomore, said the object circled the B-36 and then the disc gave off a cloud of smoke and disappeared. Several persons with the McLean, including a staff writer on Daily Texas and two university workmen, said they saw the object too."

"Mrs. C.M. Rowell came running into her yard at the call of her 10-year-old son, Ted, and his playmate, David Parker. She shared: "there was a big round disc, going straight up with a puff of smoke behind it."[mx]

UFO outruns F-86 Air Force jet over Cape Cod: On April 27, 1950, a UFO outran a Jet at Falmouth. At 9 am a USAF pilot flying F-86 jet fighter out of Otis Air Force Base witnessed a light-brown flat oval object (disc) that climbed to 28,000 feet and turned. The UFO outran the US Air Force Jet. The following incident was reported to top Air Force commanders.

May 2, 1950, a "Spot Intelligence Report" was completed on Headquarters of the Air Force, Washington D.C. letterhead to the Director of Special Investigations, USAF Washington, D.C. signed by Colonel L.L. Martin, District Commander, CC: The Inspector General USAF, Westover Air Force Base, Mass.

The report stated 2nd Lt Frederick A. Beebe, of the 60th Fighter-Interceptor Squadron, Otis Air Force Base (Falmouth, Mass) reported an "unconventional craft" flying at 17,000 feet, 10-12 miles north of Plymouth, Mass. The sighting took place at 9:30 am. The object was not picked up on Radar, and no radio interference (Electromagnetic Interference) was noted. The object described by the pilot was:

1. "light brown," flat oval in shape";
2. "no signs of support or propulsion";

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3. no trails or exhaust".

The object was "flying at a terrific speed at 10:00 o'clock position to his left". The UFO then climbed at a 50-degree angle to an altitude of 28,000 feet, then turned to 0-degrees and disappeared 15 seconds later.

The pilot did not chase object as the plane was at 500 mph and object outdistanced and outran the F-86 jet.

The pilot was interviewed, found competent and had an excellent efficiency index. The Commanding Officer advised of "Beebe's reliability, honesty, and integrity. He further stated he believes Beebe is completely sincere and honest in the reporting of the incident."

No investigative action was taken by the office in accordance with AFCSI letter no 5, dated 8 February 1950. [mxi]

Disc follows B-36 near Dallas, Texas: This next case comes to us from several newspaper articles. On September 7, 1950, people in Dallas reported seeing a flying disc making passes at a B-36 over the city.

According to two Texas papers, a half a dozen people called the "Dallas Morning News" to report they witnessed a round metal object chasing the tail of a B-36.

"According to the observers, the B-36 pilot must have seen the disc following the bomber as it then executed a circle to get behind the disk. The observers using high-powered binoculars said the disk then took off at high speed toward Houston. In a matter of seconds, the disc was gone."

"According to the paper, both Carswell Air Base and Convair in Fort Worth admitted B-36 planes were in the air on Thursday, but they denied a chase with a flying saucer."[mxii]

A Jetfighter would have been a good excuse; except for the fact, the Air Force had no viable flying "round" discs in the U.S. arsenal at the time (1950).

Also, if the bomber crew had seen the disk as suggested come up behind it, the pilot would have had to report this to their superiors.

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Procedural steps would have been followed and a report made to Project Blue book unless it was highly classified. Since this report did not make the Project Blue Book files, we must conclude this incident was sent to a "classified reporting channel" as confirmed by General Bolender.

C-47 crew observe 30 to 60-foot disc, Holloman Air Force Base, New Mexico: On January 22, 1951, at Holloman Air Force Base, New Mexico a C-47 flying at 11,000 feet was tracking a Gopher Balloon, 50 miles southeast of Holloman when the pilots observed a star-like object.

The star-like object was hovering near the balloon at 70,000 feet. The balloon was scheduled to reach 100,000 feet altitude and be in the sky for four hours. An hour into the flight, Captain Spradley of Photo Lab and the Project Engineer for General Mills Corporation were notified. The object was ¼ to ½ the size of the balloon.

During November 1950, the Air Force developed a secret reconnaissance balloon called the MX-1594 Gopher. It was designed to go up to 85,000 and was 128 feet in diameter at its maximum altitude and clear in color. The object seen next to the balloon was circular in shape and milky white in color. It then “detached and traveled in a level flight at high speed, emitting orange sparks.”

The Air Force concluded the object was escaping gas leaked from the balloon. The emitting flash was attributed to the disappearance and or explosion of the leaking gas. The color seen was attributed to the altitude and temperature of escaping gas.

As the object was observed, it appeared to be "increasing in size."

“At this time its round shape and a clear outline became more visible." The object then traveled away from the balloon at a very high speed on a level flight. After one minute it (the object) emitted a series of brilliant flashes of light at one-second intervals and disappeared from sight.

The report stated the balloon at this altitude (70,000 feet) was pear-shaped while the object in question was flat and round. This object was seen for 3 full minutes. Another witness stated, once the

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plane past under the balloon, the object was seen; "descending to the balloon and then after several bright flashes disappeared to the west." In the 'Dayton Daily News', the observers stated:

1. "It was flat and looked like a dime."
2. "It was not doing anything, just hovering there near the balloon."

Captain Cocker stated:

1. "I saw something I never saw before";
2. "It was perfectly round. But I do not know what it was";
3. "In a way, it looked like a star without the twinkle, although it appeared a perfectly clear silver color."

Finally, he stated: "I saw three brilliant flashes, like photo flashes, then it was gone." [mxiii]

Air Material command played down the story, stating the observers were too far away (many miles) to observe the object for identification.

A few points: First, if this white object were ¼ to ½ the size of the 128-foot balloon, the object in question would be somewhere between 30 feet and 60 feet in diameter. Second, the UFO remained near the balloon for three minutes, that is a long time for gas to hover in one place, descend and then take off at high speed. Third, the three brilliant flashes remind me of the Starship enterprise that would reflect a bright emission before it launches into "Warp drive." Anyone wonder if in 1951, the U.S. had advanced technology with a similar propulsion engine?

UFO passes F-51's, South of Minneapolis, Minnesota: On November 24, 1951, around 3:53 pm, two F-51's pilots flying south of Minneapolis, Minnesota spot a small white unidentified flying object. The case file reveals the following facts. The UFO:

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1. "looked like a Northrup Flying Wing but smaller (8-foot wingspan).";
2. "appeared to be heading east on a level flight pattern "handing in the air.";
3. “emitted no trail, no sound”;
4. “executed no unusual maneuvers.”;
5. “flew alongside the F-51’s approximately 100 feet over and 100 feet to the left of the wingman’s plane.”

The pilots then engaged their engines, made a 180-degree turn to catch up or see the object, however, the chase proved unsuccessful. The Air Force Investigator confirmed that:

1. “no other airplanes were in the area where the sighting took place.”;
2. “GCI (Ground Control) had nothing on the radarscopes other than the 2 F-51’s.”;
3. “the F-51’s were heading west at 25,000 feet in altitude when the object was seen.”;
4. "the Air Force the pilot was considered "fairly reliable."

A note in the file specifically states: “no activity, conditions or meteorological was present, which could give rise to the sighting.” A report was prepared for the Commanding General at Air Material Command at Wright Patterson Air Force Base (OH). The Air Force concluded the object was "Unidentified.[mxiv]

Figure 37 - F-84 "Thunder Jet"; [mxv]

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UFO hovers near F-84 jet in flight: The 'Reno Evening Gazette' tells us that on March 29, 1952, two pilots in F-84's over northern Japan near the Russian Siberia area observed a UFO. The pilot following the lead jet saw an eight-inch diameter, very thin, round chromium colored disc approached the lead plane, hovered near the F-84 for a few moments then departed. The observer was 30 to 50 feet from the object, which left no contrail or exhaust trails." [mxvi]

The APRO Bulletin tells us: The Air Force admits that a small, metallic disc-shaped object made a controlled sweeping pass at an American jet fighter-bomber in northern Japan. The UFO not more than 30 to 50 feet from the jet had no projections (e.g., tail, wings, etc.) and produced no vapor trails. The object appeared silver or chrome in color. The disc caught up to the F-84 Thunderjet and then hovered. In a second encounter the same week, one pilot flying a propeller craft observed an F-84 come alongside him, and then saw a disc following the F-84.[mxvii]

50-foot-long cylindrical UFO seen by Air Force man: On April 2, 1952, between 9:00 and 10:00 am, a husband, wife, and friend were fishing at Lake Mead when they spotted a UFO. The object was silver in color, very large and at a very high altitude. The UFO remained stationary for one hour before disappearing.

The altitude was so high they could not determine its shape but did believe, it had no wings. They were brought to the objects attention after spotting a flight of F-86's traveling at a lower altitude around 15,000 feet. The F-86's were leaving a vapor trail. The principal witness was a Master Sergeant from Lockbourne Air Force Base, Columbus, Ohio from the 102nd Bomb Squadron. The Air Force had no conclusion for lack of further data. However, the Project 10073 carried a handwritten "Probably Balloon." The description of the incident in the report stated: "Object appeared to be a "B-26" without wings," another statement in the file stated: "Very Large, silver object which moved very little."

A report was prepared and sent to Ent Air Force Base, (CO), Headquarters USAF (Washington, D.C.), Air Technical Intelligence

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Wright Patterson Air Force Base, (OH) and other locations.[mxviii]

Balloons are known to be carried by wind currents. The very fact it remained in the vicinity for one hour should discount the handwritten note. There was also no evidence in the file that any balloons were launched during the time of the event.

A "B-26" has a length of 58 feet with a wingspan of 71 feet. Given the fact the spotters stated it was much higher in altitude than the F-86's (above 15,000 feet) the object would have most likely been far greater than a B-26. Huge was the word used by the Bomb, wing observer.

100-foot diameter discs simulate combat mission over Vermont: On April 24, 1952, at 5:00 am a crew of a Douglass C-124 type aircraft assigned to the 1st Strategic Support Squadron at Biggs Air Force Base Texas sighted three flying saucers over Bellevue Hill, Vermont.

The objects were round and blue in color while approaching in a loose formation at a distance of 50 miles. “The objects were first seen on their right and paralleled their course. No lights, vapor trail or exhaust was noted. About five seconds later the three objects appeared on their left side. The objects then disappeared. Each of the objects was said to be the size of a C-124." The Air Force labeled this cause "Unknown.[mxix]

The C-124 was a large military transport plane. Its length was 130 feet and having a wingspan of 174 feet. If the pilots' description of the size of the objects were accurate, we are discussing each large flying disc was 100 to 150 feet in diameter each.

130-foot diameter UFOs reported by C-124 “Globemaster” crew: On April 24, 1952, around 5:00 am a crew of C-124 type aircraft assigned to the 1st Strategic Support Squadron, Biggs Air Force Base Texas were over Bellevue Hill, Franklin County, Vermont when they sighted Flying Saucers.

The plane was flying at 11,000 feet when off to their right they observed three discs flying in a loose fingertip formation. For two to

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three minutes the discs paced the plane then disappeared. Five seconds later they reappeared on the left of course.

The objects were round, and blue in appearance, no light, vapor trail or exhaust could be observed. They traveled at high speed and faded from sight very rapidly. The objects were estimated to be 50 miles in the distance and their size to be the proportions of a C-124 (Globemaster).

The witnesses were Captain Jack E. Bledsoe, Captain George J. Lewis, S/Sgt Ray O. Young. The C-124 was supported by six B-36 aircraft (of the 11th Bombardment Wing Heavy) on a simulated combat mission. The report was found in an Air Intelligence Information Report made within 48 hours of the sightings.

The report was relayed from Maine via restricted landline to Carswell Air Force Base, Fort Worth, Texas.

General Childlaw inquired as to whether Air Defense Command Radar station Site 14 had any returns on these objects. No recurrences were noted. In another statement, it was shared the St. Albans, Vermont 764th Aircraft Control, and Warning Squadron experiences radar jamming in the early hours 0704z and 1035 Zulu. The Air Force concluded this sighting was an "Unknown." The Teletype message sends to Air Defense Command Ent Air Force Base (CO), ATIC Wright Patterson Air Force Base (OH) and other commands stated: "What they described as flying saucers.[mxx]

The C-124 Globemaster was 130 feet in length with a 174-foot wingspan. If each of the three discs appeared to be the size of such aircraft the discs would be 100 to 130 feet in diameter.

Spheres pass over B-36 bomber: On May 1, 1952, at Davis-Monthan Air Force Base, Tucson Arizona. At 9:10 am witnesses observed two unidentified flying objects above 35,000 feet in altitude.

The observer was in front of the Base Hospital observing the flight of a B-36 heading in a North West direction. The objects described as round in shape, shiny metal in color had no protruding surfaces.

These two objects traveled in a line formation above the B-36 overtook the B-36 about 3 to 4 times the speed of the bomber. Once

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they passed the B-36, they slowed to the same speed as the bomber, which was estimated at 300 miles per hour.

The second object executed a sharp no radius 70 to 80 degree turn from the B-36 and proceeded to ¼ the distance to the horizon. It then executed an immediate stop, hovered for 30 seconds where it seemed to shimmer and dance. This object then shrunk in size and disappeared.

When the observer returned his eyes the B-36, the other object was gone. Both objects emitted no noise and had no contrails.

The sound of the B-36 could be heard. In a July 14, 1966, Dr. James E. McDonald, wrote a letter to the file addressed to Major Hector Quintanilla, Jr. (Wright Patterson Air Force Base), it was reported over 7 military officials at the base witnessed the same craft from the ground. In addition, an earlier file (now not in the folder) had testimonials from the pilots on the B-36. The report indicated it was one of the most significant UFO files ever reported. The crew recalled seeing the object below them and not above them as reported above. The crew was a bit shaken according to other reports.

The crew was interrogated when it landed. According to another letter in the file, the aircraft was coming from Carswell Air Force Base, Texas on a flight to March Air Force Base, California. It was mentioned the contents could be in either one of these base files. [mxxi]

I looked for a case on Carswell and March for May 1952 and was not able to locate the contents mentioned above. The above report included 11 pages. If this had initially been one of the more significant stories of UFO cases, it would have exceeded 50 pages. Where is the rest of the file?

UFO pilot makes “creepy” transmission to USAF jet: On July 12 or 13, 1952 early in the morning an F-86 pilot Captain Robert W. Casey, Jr. on a routine GCO mission observed one oblong shaped yellowish-lighted object near Joliet, Kendall County, Illinois.

According to the pilot, the edges of the object were pretty distinct. However, it was "too dark to see any metal or outline of the object itself." The object was followed by a trail or exhaust that was

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separated from the object. This trail was one and a half time the object's length. The object's size was larger than a conventional fighter but smaller than a C-54.

No propulsion was evident, and no sound was heard. The speed was estimated at 700 knots. The object flew straight and narrow. Shortly after the conclusion of transmissions from Captain Casey to GCI all was quiet on the Foxtrot Channel.

Then an "ethereal" and "Ghostlike" tone of voice came over the channel transmitting the word "Casey." The transmission was from an unknown source. The 62nd FIS, O'Hare, GCI, 126th and 176th FI squadrons at Truax Air Force Base Wisconsin monitored the Foxtrot channel.

The Air Force confirmed a check that the transmissions did not come from them. The two pilots concerned assumed it was from the unidentified flying object.

The Illinois National Guard sent up planes to investigate with negative results. The pilot had just turned when he first observed the object over Arlington, Illinois when he put his F-86 to full power.

The object was at 22,000 feet and 20 miles from the observer. During the 20 seconds of the stern chase, the UFO pulled away. Captain Robert W. Casey was an experienced flight leader with past tours in World War II and Korea. His wingman was 1st Lt Richard C. Panter. Both men were considered reliable.

LT Panter did hear the unusual transmission. According to the AF report there, we no air inversion during the sighting and no activity could account for the observation. Captain Casey moved his head several times to verify the object was not caused by canopy reflection. He also stated what he saw was not a balloon, searchlight or another known object. Scientists at Adler Planetarium (Chicago) were consulted and could offer no explanation. There was no other air traffic in the area at the time.

If this was an actual transmission from a pilot in a UFO, it is one of the first noted in Air Force Files. Though many other civilians have reported trying to converse with ET's, many did not understand the many languages (around the world). However, Major Donald E. Keyhoe (USMC) said later commercial and military pilots were

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convinced these visitors were monitoring our radio transmissions building libraries of language translators to monitor humans around the world.[mxxii]

UFOs chased by F-94 Jets: The following UFO encounter comes to us from several military sources. Some of the reports are missing in the files. Two events happened over Boston the evening of July 22, 1952. The first event was a jet chase involving several UFOs and became a part of the Unknowns in the U.S. Air Force Project Book Unknown.

We are fortunate that research conducted by Mr. Sparks, Mr. Weinstein and Mr. Berliner was able to get this information on the first part of this encounter. The second event was in the Project blue book files and began 30 minutes after the Jet chase.

Case 1: Military Jets Chase UFOs

Between 10:20 and 10:47 pm the radarscopes of an F-94B jet interceptor picked up a UFO over Braintree, Massachusetts on July 22, 1952.

The pilot and radar operator observed a large round spinning object throwing off a blue light.

At 10:47 pm, the same or second F-94B jet fighter chased the blue-green or green object that now was circling the area at high speed. At several points during the chase, the plane had "radar lock-on."

One of the F-94's intercepted two objects having a flickering white light and swishing circling blue lights. The two UFOs then rapidly then passed the F-94. The research conducted by the above researchers were able to reveal the following facts of the UFOs:

1. "The first object was south of Boston at thirty-five thousand feet.";
2. "The two objects in the second sighting flew past the F-94 in a statement from the report: "like a bat out of hell," heading

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east. All five witnesses stated the objects had a flickering white light and a swishing, circling blue light.";

3. “The F-94’s chased the objects from 15,000 feet to 26,000 feet. One F-94 reached 35,000 and was climbing at 250 knots with afterburner when he established radar contact for one minute.”;
4. “All pilots were interrogated when they landed.”;
5. “Other observers on the ground were from the Providence Weather Station at Nathaniel Green Airport as well as Hillsgrove Rhode Island which admitted sighting the objects emitting strange white lights and headed north faster than Jet speed.”;
6. "Lt Commander Adams and five other base personnel at NAS Squantum sighted two Unidentified flying objects emitting bluish green light moving across the base for 7 to 8 minutes. Altitude was estimated to be between 7 to 8,000 feet with a speed of 800 to 900 mph. NAS Squantum confirmed they had no planes in the air. Naval Radar was inoperable.";
7. "One plane had lock-on, while cruising in afterburner, came within 3,000 yards. On approach, the object exceeded the limits of the scope and broke lock-on as it took a "hard break right and down." The radar return of the object was the same size as the F-94.";
8. "The F-94 pilot confirmed the object appeared to be spinning (like a pinwheel); the shape was round and throwing off a blue light."

This report was prepared at Otis Air Force Base (MA) and forwarded to the following commands: 1) Director of Intelligence, USAF, Washington (DC); 2) Air Technical Center Wright Patterson Air Force Base (OH); 3) ADC Ent Air Force Base (CO); 4) EADF Stewart Air Force Base (NY); 5) 32nd AD Hancock Field (NY); and 6) WADF Hamilton Air Force Base, CADF Kansas City (MO).[mxxiii]

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Figure 38 - Lockheed F-94, [mxxiv]

Case 2: 30 minutes later
Five sources report another UFO over Boston

That same evening at 11:15 pm a report came in from Boston, where a meteorologist observed a UFO hovering near a weather balloon that had been launched from the U.S. Weather Bureau at Logan airport. Using a theodolite, he tracked the balloon and the UFO. The UFO appeared oval or disk-like in shape having rectangular openings with colored lights. The objects changed colors from red, to green and blue. The case file reveals the following facts on this UFO, it:

1. “hovered;”
2. “circled the balloon several times”;
3. “made three 360 degree turns”;
4. “appeared red in color when decelerating”;
5. “appeared white and blue on acceleration.”

According to his calculations, the UFO was at 25,000 feet and later climbed to 35,000 feet. The meteorologist was emphatic in his statement: “This object was an airship, not a star constantly changing colors.”

He then reported his findings to the air traffic control tower and the Air Route Traffic Control center at Logan and was told no planes were in the area. In addition to the meteorologist, the duty officer of the day at Squantum Naval Air Station and several other Marines said they observed two UFOs. One of the observers stated that this phenomenon was different than falling stars and conventional aircraft.

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This report was prepared at Otis Air Force Base (MA) and forwarded to the following commands: 1) Director of Intelligence, USAF, Washington (DC); 2) Air Technical Center Wright Patterson Air Force Base (OH); 3) ADC Ent Air Force Base (CO); 4) EADF Stewart Air Force Base (NY); 5) and 32nd AD Hancock Field (NY).

The Air Force concluded that all five sources witnessed a probable aircraft of some sort. The plane was never determined and negated by Air Traffic control.[mxxv]

Delta-shaped UFO with no cockpits make a pass at their B-25 bomber, Carson Sink, Nevada: On July 24, 1952, at 3:40 pm two Air Force Colonels in a B-25 were over Carson Sink, Nevada when they spotted a "V" formation of disks.

Their plane took off from Hamilton Air Force Base (CA) and were on their way to Colorado Springs. At first, the three objects were thought to be F-86's traveling at 11,000 feet. As they approached the crafts, they realized they were not F-86's, but bright silver, delta wing crafts with no tails and no pilot canopies.

They noted a sharply defined ridge that ran from the nose to the rear of each craft. According to Captain Ruppelt, the objects then made a slight left bank and shot by the B-25 at speeds three times that of an F-86. Upon landing the two Colonels were interviewed by the Air Defense Command Headquarters. According to the witnesses, the story was changed to reflect F-86s.[mxxvi]

Pie-pan shaped objects crossed nose of Air Force plane: On August 12, 1952, around 10:48 pm two Air Force Pilots in an SNB aircraft cruising at an altitude of 10,000 feet observed two UFOs 70 miles west of Wink Texas.

The pilot and co-pilot were caught off guard when the UFOs crossed the SNB flight path. According to the report the objects were shaped like "pie-pans" and aluminum in color. The pie-pan shaped objects emitted a phosphorescent exhaust. Just then the two objects climbed rapidly and headed south towards Mexico. According to the Air Force report, there was no air traffic in the general area at the time, and the weather was perfectly clear. A Teletype message was

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sent from Carswell Flight Service, Carswell Air Force Base (TX) to the CG at Ent Air Force Base (CO), ATIC Wright Patterson Air Force Base (OH), Intelligence Division, Washington (DC), and COMD Flight Service, Washington (DC).[mxxvii]

Saucer chases B-36 bombers over Waco: On August 13, 1952 at 9:00 am an unidentified woman living on Morrow Avenue telephoned authorities to report she witnessed a shiny metallic flying saucer chase several B-36 bombers over Waco, Texas.

Another witness, Mr. J. N. Pryor on Eighteenth Street confirmed seeing the saucer with the B-36s. He said this saucer was not following the planes when he saw it; it was going in the other direction, looked like it was circling over the city and just sort of keeping an eye on the bombers.

He didn't think it was any weather balloon either. Furthermore, Mr. Richard Braun, son of J.F. Braun, a long time Air Force colonel in World War II, said at 11:30 am, he witnessed a flying saucer chasing a jet plane. Finally, one skeptic believed what people saw were jet planes escorting the bombers."[mxxviii]

Air Force crew and Marine Pilots reports disc: On September 4, 1953, the aircrew of an Air Force C-47 observed a UFO over Texas and Arizona. The UFO was heading in the opposite direction of their aircraft, roughly paralleling their flight path at a distance of twenty-five miles. The Air Force crews described the UFO as:

1. "having a greenish blue pulsating light similar to an exhaust flame";
2. "being observed for two minutes duration";
3. "being at that distance, they estimated the light to be approximately two feet in diameter";
4. "moving at speed exceeding 500 mph."

Another aircraft in the area, flown by a Marine said: "the flying light he saw was "dusty-looking" as if it was surrounded by vapor."

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The altitude of the C-47 was 10,000 feet, and the altitude of the object appeared to be between 18,000 and 20,000 feet. The weather was clear with no moon. The location of the observation was 30 miles east of Winslow, Arizona in the vicinity of Holbrook.

"The pilot contacted the CAA station at Winslow and reported the observation. CAA called back that their radar equipment was unable to track the unidentified object on radar."

After a short radio silence, the station again contacted the pilot and stated that the CAA station at Zuni reported the same observation. The USAF case file said: "from their impression the object had turned south." Furthermore, on five separate occasions, the object "appeared to be standing still."

It was learned that a Marine aircraft was also in the area at the time and its pilot observed the same object. The Marine pilot stated that he was flying at an altitude of 11,000 feet and was west of Zuni when the strange object appeared.

Zuni Radio said it had two men on duty when the flying light passed by, and both of the men sighted an intense white light for a few seconds in the southeast sky moving in an eastern direction. This white light flashed four or five times and seemed to be at an altitude of 18-20,000 feet. The comment of the officer that prepared the report on the case expressed doubt the light in question was from an aircraft.

Referring to the C-47 crew's observation, the officer wrote: "Because of the head on paths of flight, this object would not appear to be a normal jet exhaust."

A teletype report was prepared at Olmsted Air Force Base and forwarded to: the Director of Intelligence HQ, USAF (DC); ATIC Wright Patterson Air Force Base (OH); ADC Ent Air Force Base; MATS (DC) and HQ Flight SV (DC). This case was classified "Astronomical – Meteor.[mxxix]

So, what was this object? Was it a meteor or aircraft? If the two statements from the Control Tower operators are correct, (e.g., object turning south, and appeared at five times standing still), the object would not be a meteor.

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Disc hovers over seven B-29 bombers coming into land: On October 1, 1953 a businessman at Merced California, observed a round UFO high above seven B-29 bombers. The bombers were coming into land at Castle Air Force Base. According to the 'Reno Evening Gazette': witness John Nix said: 1) "The saucer looked as round as a baseball." 2) "It hovered for about five seconds and then shot away at a terrific speed."

The newspaper stated: "The air force said none of the bomber crews reported seeing the saucer."[mxxx]

Teardrop shaped UFO pulls in front of T-33 plane: On May 9, 1954, the crew of a T-33 plane witnessed an unidentified flying object over Foster Air Force Base, Texas. In this case, a UFO swept down from a high position at a 45-degree angle and took up a position parallel with the T-33 aircraft. The object then made a half spiral to the left and leveled off at the same altitude of the aircraft directly in front of the plane. It remained in this position for 5 to 10 miles. It then disappeared shortly after that. According to the crew the object was described as:

1. being "teardrop in shape";
2. having the tail section: "tapering to a point at the tail";
3. being "lighted, like fluorescent or bluish green color";
4. having a "reddish tail";
5. being the size of: "a basketball at arms-length."

A Teletype message was prepared at Foster Air Force Base, Texas and forwarded to the Commanders at ADC Ent Air Force Base (CO), ATIC Wright Patterson Air Force Base (OH), ATRC Scott Air Force Base (IL) and the Director of Intelligence HQ (DC). The Air Force concluded the cause of this sighting was a "meteor."[mxxxi]

If I ever was to read about a case being misclassified, this is a great example.

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1. The so-called "meteor" came down out of the sky at a 45-degree angle and leveled off at the same altitude as the airplane;
2. before leveling off the object makes a half spiral (like a “flip?”);
3. it then takes up the same altitude as the T-33 for another 5 to 10 miles;
4. Then the object disappears?

UFO approaches F-97 jets, Ohio: Around 7:35 pm on May 12, 1954, seven people reported a UFO over Dayton, Ohio. According to the case file, the UFO had the following characteristics:

1. “the object appeared to stand still (hovered briefly)”;
2. “It changed brightness”;
3. “It had no sound”;
4. “It had the bright flame coming from the back that appeared the color of a comet”;
5. “The object moved slowly out of sight.”

The witness contacted Patterson Air Force Base tower of the sighting. Patterson reached two F-97's, to see if they locate the UFO, however, did not find the object. The file also indicated two F-86D's, also in the area, were unable to find the UFO. The interrogator asked the witness several questions:

1. when asked what it looked like the observer shared: "place a plate on its side and tip it slanted with a tail like flame."
2. when asking the witness what they thought the object they wrote: "Baffled."
3. When asked how large it was they shared: "it was larger than an aircraft."

Finally, Wright Patterson Air Force Base shared that at 7:25 pm a T-6 had taken off from Dayton on its way to Mansfield and could

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have been in the area at the time of the sighting. The object was seen for 15 minutes.[mxxxii]

However, from the details, we can see that the object could not be an airplane as it "tilted" and "hovered" for some 15 minutes.

C-47 crew reports a 160-foot-long cigar ship: On May 30, 1954, two Air Force pilots in a C-47 reported a cylindrical flying object the size of a B-36 over Las Vegas, Nevada. The UFO was gray in color, the size of a B-36, having no wings or tail surface. As to speed, they said it was "phenomenal" at 8,000 to 10,000 feet in altitude.

At the time of the sighting, the weather was clear skies with thirty miles visibility. The case file reveals the report was made at March Air Force Base in California. No other notes or documents were in the file (see my comments below).

A Teletype Report was prepared for Commanders at ATIC Wright Patterson (OH), Director of Intelligence (Washington, D.C.), Andrews Air Force Base (MD), and Orlando Air Force Base (FL).

The Air Force concluded "insufficient data for evaluation." However, it was stated a "Possible meteor" based on flight and duration could be the cause. [mxxxiii]

I have several issues with the way the Air Force classified this case:

1. When Air Force pilots report a UFO case – usually there is a conclusion to the evaluation whether believable or not: "Unidentified" or "Balloon" or Venus," etc.
2. The men were obviously debriefed, and it is believed these findings are not in the blue book files.
3. Air Force pilots know the difference between a meteor and an object that looks like a B-36. Even I know the difference being an Air Force Brat.
4. A meteor of 160 feet in length would have hit the ground, making a massive explosion – possibly damage to nearby forests, buildings, etc.

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5. For the reader, the B-36 was 162 feet in length and had a wingspan of 230 feet. The C-47 was 63 feet long and had a wingspan of 95 feet. This object whatever it was, appeared over twice the size of the C-47.

UFO paces B-47 Bomber for 1 hour: Around 9:00 pm on June 1, 1954, the crew of a USAF B-47 jet bomber at 34,000 feet reported being paced by a UFO. According to the crew, the UFO remained with the bomber for one hour and over 400 miles.

The crew could see the object appeared to have running lights. A Teletype message went to ATIC Wright Patterson Air Force Base (OH), also Secretary of Defense Washington DC and CG Air Defence Command Ent Air Force Base (CO). The Air Force was not able to come to a final conclusion other than "Unidentified.[mxxxiv]

UFO passes under USAF Jet: On June 10, 1954, around 9:09 pm a USAF military pilot spotted a strange white light near Estacada, Texas. The Teletype message revealed:

1. “White light coming down from an extremely high altitude 45-degrees above us”;
2. "It was traveling from west to east.";
3. It was estimated as “100 feet in diameter””;
4. It traveled at “estimated speed 500 to 600 knots”;
5. It “slowed down””;
6. ‘It abruptly stopped circling to the left making two 360-degree turns";
7. The light on the object: "started to blink then went out."

The Pilots confirmed: “when we first observed the light, it came under our left wing. We circled; keeping light under observance at all times visibility.”

A Teletype report was prepared at Reese Air Force Base (TX) and sent to the following commands: Director of Intelligence HQ USAF Washington (DC), Commander ADC Ent Air Force Base (CO), Air-Tac-Intelligence Center Wright Patterson Air Force Base (OH),

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Commander ATRC Scott Air Force Base (IL), and the Commander FTAF WACO (TX). The Air Force concluded the case was "Unidentified.[mxxxv]

UFO escorts four bombers over New Jersey: This next case comes to us from the 'Delaware Valley News' found in the research papers of Loren E. Gross. This case does not show up in Project Blue Book.

On July 11, 1954, around 9:00 am a UFO appears near four U.S. Bombers over the state of New Jersey.

The article shares: "The impressive spectacle of four mighty jet bombers flying several thousand feet above Hunterdon on Sunday morning, July 11, was made even more impressive to several independent observers by a tiny silver object which suddenly appeared beside one of the planes. At least one rattled spectator thought it was a bomb. But it took Mrs. Dennis Constantine and a pair of field glasses to identify the object as a flying saucer."

"It was about 9:00 am that Mr. and Mrs. Constantine watched the formation flying West over Allerton. After a second, Mrs. Constantine dashed into the house to get her field glasses for a closer look."

"Just as I had sighted one of the rear planes,' she recounted, 'a silver dome-shaped object, motorless, noiseless and glinting in the sun, came suddenly into my view."

"The planes, trailing streams of snowy vapor, were heading West. This strange object, which at first, I believed to be an escort plane, appeared from out of nowhere and flew directly thru the trailing vapor behind the last plane and was heading northward. Then it swerved off and vanished." Mrs. Constantine said:

"If I hadn't seen it, I wouldn't have believed it!"[mxxxvi]

Jets launched to chase large UFOs over Indiana, Incident denied by Air Force: On July 23, 1954, according to the Ground Observer Corp at Franklin, Johnson County, Indiana, four large glowing UFOs were seen.

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Two Jet interceptors were dispatched from the 97th Interceptor squadron. The Ground Observer Corp and military pilots stated the jets closed in on one of the objects, it suddenly veered away and left the scene. Air Force officials denied the incident. [mxxxvii]

We can assume the case was and is classified (in 1954). This is another case of the military denying Jets were pursuing UFOs over the Midwest. Several questions come to mind: Did the gun camera capture any evidence of the four flying objects? If so, it would be great to have these declassified so we can see them today (2018). I think 64 years of classifying UFO photos is a bit long. Don't you?

"The damn thing acted like there was a pilot out there."

UFO paces F-51 over Columbus: On June 23, 1954, around 9:00 pm a National Guard F-51 fighter pilot encountered a UFO over Columbus, Ohio between 7,000 and 9,000 feet in altitude. This engagement lasted 30 minutes. Facts on this UFO encounter:

1. "When first seen it was at an 8 o'clock position. "It stayed down twilight (in the darker portion of the sky) all during the observation.";
2. "At one time, I chopped the throttle, put gear and flaps down in hopes that it would pass by. I was down to 100-110 miles per hour, but the damn thing acted like there was a pilot out there.";
3. "When I slowed down all of a sudden, he gave a little surge at first, came practically parallel with me, and then maintained the same speed as I did off my right wing.";
4. "I made regular fighter turns into the object, but at all times it turned with me.";
5. "When resumed my headings toward Dayton, sometimes he would be on my left and sometimes he was on my right.";
6. "It seemed to be slightly above me at all times."";
7. The UFO was about "1,000 to 1,800 from the wing tip of the plane.";

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8. “Both the size and intensity of the object was very similar to an aircraft taillight.”;
9. "It seemed to me whatever it was, watched my lights, for when I started to change my position, he would go right with me.";
10. "It left me, I didn't leave it.";
11. The Pilot confirmed he tried to "shake the object by turning towards it taking 90-degree turns. Each time the object remained off this "wing tip.";
12. “The UFO stayed in relative proximity matching the F-51 pilots every move.”;
13. Two other F-51's had been requested to vector to the site location and confirm the visual of the UFO. USAF Captain Wallace confirmed he observed the UFO.

The Local News Asks questions:

The ‘Dayton Daily Newspaper’ contacted the Air Force to find out more about the UFO encounter. The pilot was identified as Captain Harry Roe, Jr. with the Ohio National Guard. The communications went as follows:

- Newspaper: “Heard you fellows received a UFO report – is it true?”,
- Wright Patterson Air Force Base response: “Yes, I received a verbal report earlier this morning."
- Newspaper: “What did it look like?
- Wright Patterson Air Force Base response: “I am sorry, but I am not authorized to make any statements or press releases”.

The dialogue goes back and forth until Wright Patterson Air Force Base suggested the newspaper call Washington (DC) for further details and information.

Air Force Evaluation

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The Air Force concluded the object seen was a "reflection." The reflection was believed to be from cockpit lights displaying off the canopy. Dr. Byers, an ATIC Astrophysicist consultant on UFOs, ruled out the canopy reflection theory based on the other crafts maneuvers. When interviewed by officials, jets were ruled out as they were unable to fly at that slow speed.[mxxxviii]

The classification given to this case is apparently incorrect. The very facts the object surged at one point and was on his left then on his right, suggest something other than reflection. The light left him, he did not leave it suggests it had its own propulsion plant. What type of craft can match a P-51 and leave no traces (e.g., exhaust, etc.)

The crew of RB-47E paced by UFO near Columbus: On June 23, 1954, around 10:00 pm the pilot of a C-47 (RB-47E) serial number 263 reports a UFO is following his transport plane. The Facts: The UFO:

1. “the plane was between Dayton and Columbus when the UFO appeared near the plane”;
2. “was extremely fast”;
3. “it was described as a white object the size of a baseball at 25,000 feet”;
4. “made a gradual turn and began a slight climb.”;
5. “it then flew out of sight”;
6. “the length of the observation was 30 seconds.”

A Teletype message was prepared and forwarded to the commands at 1) HQ Washington (DC), 2) Commander ADC Ent Air Force Base (CO), 3) ATIC Wright Patterson Air Force Base (OH), 4) SAC OFFUTT Air Force Base (NE)and 5) Barksdale Air Force Base (LA). The Air Force concluded the object seen was most probably an "aircraft.[mxxxix]

UFO on a collision course with C-47: On August 15, 1954, a brief Teletype message related to a UFO report from military pilots of

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a C-47 near San Marcos, Texas. The description of the UFO:

1. “the object was oblong in shape”;
2. “about the size of a Nickel held at arms-length”;
3. “it had a dark blue silhouette;”
4. “there were no discernable features.”

Flight Characteristics: The UFO appeared to be flying in formation with the C-47, except that it was in a slight angle heading toward the observing plane. At one point the object executed a 45-degree angle away from the C-47, then turned back into the flight path and crossed in front of the military transport plane. The object then disappeared.

A Teletype message was prepared and forwarded to the following commands: 1) (CG) at ADC Ent Air Force Base (CO); 2) ATIC Wright Patterson Air Force Base (OH); 3) Director of Intelligence HQ USAF Washington (DC); 4) Commander TTAF Gulf Port (MS); and the 5) Commander at ATRC Scott Air Force Base (IL).

The Air Force at ATIC Wright Patterson concluded the cause of this case was "Unidentified.[mxl]The lack of information in the case file leads us to several conclusions;

1. The sworn testimonies are classified (held elsewhere away from our view),
2. the Air Force did not want the public to see the details of potential near miss collision.
3. someone up the chain of command would want to know "all the details."

120-foot diameter disc parallels B-25 bomber: Around 1:44 pm on January 1, 1955, a Military Pilot along with a student pilot in a B-25 observed a 120 to 130-foot diameter metallic disc near Cochise, New Mexico. The observers described the object as appearing like: "two pie plates put together at their rims."

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The disc paced the B-25 with its leading edge forward. The UFO soon took up a position off the B-25 bomber wing and flew parallel with the two witnesses for seven minutes. After 7 minutes the large disc took off. The facts in the Air Force case file share the UFO was;

1. A "spherical, red & white object."
2. hovering “off their left wing for 5 minutes”;
3. able to make a "steady climb at high speed."

A Teletype message was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) 34th AIR DIV Kirtland Air Force Base (NM); 3) ATIC Wright Patterson Air Force Base (OH); 4) Headquarters USAF, Washington (DC); 5) ATC Scott Air Force Base (IL).

Figure 39 - B-25 "Mitchell Bomber"[mxli]

The Air Force concluded that the cause of this sighting was “unidentified and unknown” though we did not find the pilots

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comments or final report in the file. [mxlii]

In researching this case, I noticed that it contained no detailed interrogation Air Force notes or the witnesses signed statements. I find this case highly suspect in that the flight instructors report should have been in the blue book project files. Especially since we are discussing a military officer and another witness seeing a 120-foot diameter disc. My guess is the final report is classified "Top Secret." This disc must have been immense and dwarfed by the bomber. The B-25 Mitchell was 52 feet long, while the UFO was over twice the length.

Many researchers acknowledge a separate reporting channel was used during Project Blue Book (see General Bolender comment) for the highly classified UFO cases. We can only surmise if a separate reporting channel was used in this case it was used to keep the additional detailed facts from the American public. The full report for this case is most likely housed in special Government archives.

UFO paces B-25 near Willcox, Arizona: On February 1, 1955, another UFO takes up a position near a B-25 and its crew. It was about 8:55 pm near Willcox, Arizona when this incident occurred. According to the files reviewed by researcher Loren Gross the following facts are shared:

"It was a clear, bright, moonlit night when Captain Delwyn F. Ritzdorf and his students observed a UFO. Ritzdorf in the right-hand seat of a B-25 functioning as an instructor pilot. With him were two student pilots from the 3501st Student Squadron based at Reese Air Force Base, Texas, R.B. Short and F. W. Miller, Jr."

"Ritzdorf turned to talk to one of the student pilots and noticed something in the sky. It was then the UFO began pacing the B-25 at the same altitude (15,000 feet). The object moved parallel for five minutes and during this time it became apparent the UFO was slowly gaining altitude. Eventually, it disappeared in the east."

“Ritzdorf described the UFO as being the size of a baseball, sharply outlined and giving off the colors red, blue, and white.” [mxliii]

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UFO makes 90-degree turn over Minneapolis: On October 21, 1955, around 2:00 am two pilots observed an unidentified flying object over Minneapolis. The UFO oblong in shape, and glowing white executed a 90-degree turn over the city. The maneuver eliminated any doubt to this object was a meteor. Furthermore, the UFO continued on its path at between 1,000 and 1,500 miles per hour.

Two pilots Lt. Donald E. Chanau of the 432nd Fighter Interceptor Squadron and Lt. William F. Steck of the same unit was asked to complete an Electronic Data Sheet. The UFO report was completed and sent to Air Intelligence Service Squadron at Ent Air Force Base (CO).

The Air Force concluded that the object seen by the pilot was a meteor. Another conclusion to second sighting was caused by Radar and Temperature inversion. [mxliv]

Comment | This case appears misclassified: A meteor does not and cannot make a 90-degree turn in the air. So, what was this object?

100-foot disc parallels U.S. Navy Commanders Plane: In 1955 a Navy Commander stationed at Anacostia Naval Air Station was flying over Virginia, when he noticed a disc flying formation with his plane. The disc, apparently metallic about 100 feet in diameter was about 75 feet away. The Commander, a Navy missile expert, said it looked like "two saucers, face to face". It was thick at the center with a domed top through which shone an amber light.

When he tried to ease his plane in for a closer look, the disc tilted upward and accelerated away, leaving the clouds swirling behind it. This report was acquired by Rear Adm. Delmer S. Fahrney, USN, Ret.[mxlv]

Ed Keyhoe's book "Flying Saucers, Top Secret," tells us more facts about the case:

1. The Commander was a former colleague to Admiral Fahrney, Navy and CIA Director;

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2. He was stationed at Naval Air Station, Anacostia, Washington, D.C.
3. The encounter took place over Virginia;
4. The pilot had the sensation of being watched. He said he felt the “prickling of his scalp” but could not see through the amber glow.”
5. The UFO was 75 feet yards from his wingtip;
6. the colossal flying disk was pacing his plane;
7. “It was metallic”;
8. "It was shaped like two saucers that were inverted (e.g., "Disc")";
9. “It was 100 feet in diameter “big” and thick in the middle”;
10. “it had a dome on top”;[mxlvi]

This case was never reported to Project Blue Book. This sensation of being watched is bizarre. I had such an experience myself with several UFO sightings. Though I am not sure, it's the sensation of being watched, or the effects of the electromagnetic disturbance of the UFO propulsion on our brain that gives humans the feeling of being watched.

UFOs on a collision course with C-45: On March 27, 1957, around 8:35 pm a C-45 and crew encountered three UFOs near Roswell, New Mexico. The objects appeared to be three bright lights, the size of landing lights, circular in shape, and heading directly for the plane. A Teletype report in the Air Force file reveals the following facts:

1. "The pilot of the C-45 claims that when he realized the objects were on a collision course with him, he immediately flashed his taxi lights on.";
2. “One of the objects shot straight up in the air above him while the other two continued to pass in front of his aircraft.”;
3. "When the pilot flashed his taxi lights the objects immediately blacked themselves out (e.g., lights went out) thereby disappearing from sight."

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A Teletype message was prepared and forwarded to the following commands: 1) Walker Air Force Base (NM); 2) ADC Ent Air Force Base (CO); 3) 34th ADD Kirtland Air Force Base (NM): 4) Air Technical Intelligence Center, ATIC Wright Patterson Air Force Base (OH); 5) and the Director of Intelligence HQ USAF (DC).

The Air Force concluded that the cause of this sighting was "possible aircraft." [mxlvii]

This case appears puzzling as the following items should have been addressed: First; the file does not share any information on other planes in the area so the conclusion would be subjective at best without such evidence. Second; CAA, FAA protocols prohibit commercial and military aircraft from turning off all plane lights during flight. Could we speculate this is another example of UFOs playing “hide and seek” games from witnesses.?

UFO crosses nose of Air Force bomber: On September 19-20, 1957 an Air Force major piloting a bomber witnessed a UFO crossing the nose of his plane during flight. The UFO:

1. “was tracked on ground flight control radar”;
2. “was seen by the entire crew”;
3. “was white in color”;
4. “crossed in front of the aircraft”;
5. “then moved to the right at speeds far exceeding those of ordinary planes”;
6. “then disappeared from view, but the plane's radar continued to track it.”

According to the case file, the mysterious craft disappeared from the radarscope but reappeared later on both the ground radar and bomber scopes. The UFO was seen by all crew members once again. As the aircraft closed, the UFO suddenly vanished from both radar and visual observation. The University of Colorado UFO study project said it could not identify "the phenomenon encountered."[mxlviii]

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The Crew of a B-52 report three UFOs over Indiana: On June 21, 1962, around 4:00 am the crew of a B-52 flying over Indianapolis observed three bright UFOs.

The Pilot, Lt. Col King observed the first object out of the overhead window while looking for stars for the Navigator. Kings' report to the Air Force shared the following facts on the UFOs:

1. The crew looking out "three separate windows of the B-52, observed the UFOs."
2. They followed one another in 30-second and 10-second intervals.";
3. their flight path "was level and direct.";
4. their "brightness did not change at any time.";
5. they emitted no flame or exhaust";
6. the entire sighting lasted 3 to 4 minutes."

The Observer stated he had seen meteors before and is confident that the objects seen in this case could not be a meteor. The crew knew the objects were moving in the wrong direction for satellites. The nearest thing the observer believed to compare would be a missile separation with the bodies in trail.

The Captain checked through the other windows to confirm the object was not a reflection. The first object was heading northeast. It was then two more objects came to join the first. At one point the objects were moving in opposite directions.

A Teletype message was prepared and forwarded to 1) ADC Ent Air Force Base (CO); 2) 25 Air Division Hancock Field (NY); 3) ATIC Wright Patterson Air Force Base (OH); and 4) CSAF and OSAH Washington (DC).

The Air Force concluded the sighting of the objects could not be determined, as such they categorized the sighting as "Unidentified." [mxlix]

B-57 Bomber Pilot" shouts "I've got a UFO"!: On April 30, 1964, a few days after the Zamora incident, another aerial encounter occurred at Holloman Air Force Base, New Mexico. According to

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APRO's Coral Lorenzen's research: "The loudspeaker in the control room at Holloman Air Force Base Test Range "Stallion Test Site," New Mexico blared with the words: "I've got a UFO."

"An RB-57 flying just a few miles away from San Antonio radioed the control tower that a white egg-shaped craft was seen on the ground. One of the pilots stated that the egg-shaped object appeared to have the same markings as those mentioned in the Zamora case."[ml]

APRO shares the following transmission from the Bomber to the Control Tower:

- **B-57 Pilot: "I'm not alone up here."**
  - **Control Tower: "What do you mean?"**
- **B-57 Pilot: "I've got a UFO."**
  - **Control Tower: "What does it look like?"**
- **B-57 Pilot: "It's egg-shaped and white."**
  - **Control Tower: "Any markings?"**
- **B-57 Pilot: "The same as the one at Socorro."**

The Pilot then stated: "I'm going to make another pass. After the bomber made the turn and came back over the area, he radioed the following: "It's on the ground." After this, all communications ended and photo crews were alerted and placed on standby.

The APRO research organization mentioned they contacted Radio station KALG who they had the information from a Ham operator listening into radio frequencies of the bomber."[mli]

What are the chances that an egg-shaped craft with the same markings on its side would be observed within a few days of each other?

Bright Sphere follows T-38: On August 5, 1965, a civilian in his backyard witnessed a round object following a T-38 jet over San Antonio. According to the witness the UFO had no tail, no trail nor exhaust. It's color: bright silver.

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At first, he observed a T-38 (jet) at about 1,000 feet with a UFO slightly up and behind following the plane. He ran into the house to get his camera and by the time he came out – the jet was gone, but the UFO stopped. The UFO had a "jittering" appearance. As soon as he took the photo, the object disappeared "instantaneously" without any motion in any direction.

A Teletype message was prepared at Randolph Air Force Base and sent to the following commands: 1) ADC Ent Air Force Base (CO), 2) 29th AIRDIV Richards-Gebaur Air Force Base (MO); 3) FTD Wright Patterson Air Force Base (OH) and 4) CSAF Washington, DC.

The observer took a picture of the object from his backyard, after the jet passed by. The UFO was hovering by the clouds.

The Air Force reviewed the photo but found emulsion damage and fingerprints on the picture. The final perspective of the photo was "no object that resembles a real image can be identified except for the edge of the house."

Despite the testimony of the witness and the photograph, he was not believed. The Air Force was not able to make a conclusion based on insufficient evidence.[mlii]

T-29 pilot reports UFO over Ohio: On August 12, 1965, around 11:15 am Major Jack D. Bond, sitting in a passenger seat of a T-29 aircraft observed an unidentified flying object over Springfield, Clark County Ohio. The plane was on a heading of 300 degrees and was descending from 4,000 feet to 3,000 feet at the time of the sighting.

The object was ascending and descending and was slightly higher than the T-29. The object appeared to be 5 to 7 miles away and moving in a general direction of 90 degrees. The object's speed was highly erratic during the 3 ascents and 3 descents that the UFO made. On its third descent, the object appeared to level off and accelerate away at a speed of 600 knots (690 mph) or more. Project Blue Book evaluated this sighting as a Mirage. [mliii]

Civilian former WWII Pilots

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UFO on a collision course with Stadvec Aviation Plane: On July 4, 1961, around 10:15 pm a civilian pilot Ernie Stadvec (former World War II pilot) witnessed a UFO over Cleveland (Cuyahoga County) while flying two passengers from Akron to Cleveland.

A green object seen at 1 o'clock high descended rapidly on a collision course with the plane. The green object then stopped, moved towards the Northwest, stopped again and shot straight upward and disappeared. The following night the Stadvec observed the greenish object again. This time the object descended straight down, then went northwest.

Major Robert Friend, shared he believed the pilot's UFO was "atmospheric refraction of the first magnitude of the star Capella. "The Air Force file concludes the witness observed the star "Capella."

The Pilot countered with his opinion of his observation: "What we saw was not an astronomical or meteorological phenomenon. The object we saw dived at us on a collision course to the extent that I actually called out to passengers the object was going to ram us."

"After the object came at us it reversed course and climbed rapidly into a clear night sky. This happened the next night again when the object flashed in front of us and again climbed into a clear sky. In both instances: the object climbed at tremendous speeds, leveled off and disappeared to the northwest." [mliv]

The 'UFO Investigator magazine' did an extensive piece on this story, I would suggest you read the facts at CUFOS.org. Here are a few points from the Investigator:

1. "The Airport Operations Supervisor: "John N. Gleb, told the press that the object also had been tracked by airport radar operators";
2. "He said it flared up on the radar-scopes, then disappeared in a few minutes at the same time that Stadvec reported the UFO was streaking out of sight";
3. "The other pilots fully agreed with Stadvec. They confirmed that the UFO had dived at the plane while it was in level

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> flight at 4,000 feet, that it had abruptly reversed course and climbed away at terrific speed."

The Star "Cappella" is not known for rapidly moving about the evening sky: "descending, stopping and then rapidly ascending."

The proper classification would have been "unidentified" or "Insufficient data for evaluation" – not a star system!

Captain Stadvec's final statement was: "I will end my statement to wit – that I have never seen a star climb and maneuver and I doubt that anyone else has either. The object we saw was no star nor was it refraction". [mlv]

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Chapter 25: UFOs / UAPs fly alongside passenger planes

Most citizens are not aware every time they step into an aircraft; their flight may be followed by a UFO / UAP.

UFOs / UAPs are not visiting earth to hunt passenger planes. Contrary, these visitors are here to study the human 1) race, 2) habitat, and 3) emerging atomic and nuclear technologies.

By chance, extraterrestrial pilots may engage commercial passenger planes on their way to their primary mission. So next time you are flying in a commercial plane, look out the window for UFOs / UAPs hiding in the cloud banks below. It may be your lucky day to spot a disc, egg, sphere, cylinder, or cigar ship.

Though this chapter is about civilian passenger planes, the UFOs / UAPs are on record flying formation with military lanes and jets from the 1950s through the 1970s.

This chapter will discuss those instances where one or more UFOs follow a commercial or private airliner.

400-foot-long Cigar ship passes Eastern Airline passenger plane: This case comes from the archives of the ‘Hartford Courant’. On July 25, 1948, two pilots and 20 passengers were witness to a massive cigar-shaped UFO over Montgomery, Alabama. The pilots described the UFO as having:

1. A length of at least “4 times the size of a B-29 (e.g.400 feet)”;
2. “no wings.”;
3. “two decks of big square windows.”;

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4. “lights coming from the windows that appeared very bright.
5. “a 50-foot red flame shot out of its rear end.”;
6. "a luminous glow, like a giant fluorescent light, ran along the belly of the thing."

The Pilots exclaimed:

> **"it was a man-made thing, all right. The plane passed us on out right; then, as if the pilot had seen us and wanted to avoid us, it zoomed up into the same cloud it came out of."** [mlvi]

The Courant also pointed out the pilots had seen meteors before and shooting stars but: “I've never seen anything like this."

United Airlines pilots report UFO, Idaho: On July 29, 1949, according to the ‘Las Cruces Sun-News’, Captain Charles F. Gibian of United Airlines witnessed a disc-like object as he approached Boise Idaho west of Mountain Home. The UFO was: "going like a bat out of hell."

Though an Army and Navy spokesman stated they did not know of the discs, the pilot emphasized: “If it is real it must be some military experiment and if that is the case they ought to arrange to keep the objects off the civil airways”.

First officer Jack Harvey saw the same object. The article continues with the Captain being the second to report these objects on Flight 105. Captain E.J. Smith witnessed two groups of discs on July 1 near Emmett, Idaho. [mlvii]

Northrop Chief pilot observes UFO: In 1950 Max R. Stanley the Chief Pilot for Northrop reported a UFO while flying his plane to California. At 20,000 feet in altitude, Max and his companion observed a metallic, translucent object flying over their position. The UFO appeared to be at 80,000 feet.

According to the Stanley, the unidentified flying object "flew sideways" and "not the horizontal" as customarily suspected. John Northrop, the founder of Northrop Aircraft, told this UFO encounter to

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an audience at Caltech in 1973. Northrop shared; "The 21st Century will die laughing at the Condon Report". [mlviii]

I had the chance to read the Condon Committee report as well as the book "UFOs: Yes" from a former Condon committee scientist; I will tout here; a cover-up was in the works. Individuals involved in the study were assisting government agencies by suppressing the most extraordinary cases.

Chicago & Southern Airlines passenger plane near miss with 100-foot disc: Several newspapers published the following case. Around 10:20 pm on March 20, 1950, Captain Jack Adams, was piloting a Chicago & Southern Airlines passenger plane, when a giant flying disc crossed the nose of his aircraft at Stuttgart, Arkansas.

Captain Adams immediately reported the sighting to the Little Rock control tower and specified: “It was about 1,000 feet above us and was traveling at a tremendous rate of speed”.

Upon landing at Houston. Adams said the object had a diameter of 100 feet and appeared to be traveling between 500 and 600 miles per hour. The pilot said a bright white light flashed intermittently from the top of the disc, and he could see lights from ports or windows on the object.[mlix]

50-foot disc paces TWA flight 117 over South Bend: On April 27, 1950, around 8:25 pm TWA flight 117 from Washington DC to Kansas City was near South Bend, Indiana when it encountered a 50-foot disc.

The Pilots and crew in the DC-3 observed a 20 to 50-foot disc pace their plane for five minutes. United Press shared the pilot said: “All my 19 passengers and other members of the crew watched this object”.

According to the pilot, the object rose from a 5 o’clock position and traveled alongside the starboard wing for five minutes at 2,000 feet.

He then said: "It appeared to be controlled by repulse radar. As I'd turn toward it, it would veer away keeping the same distance". The

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next time he turned toward it, the object sped off at 400 miles per hour. It then descended to 1,500 feet and took off. He believed the UFO was 10 percent as thick as its diameter. He also said: “It wasn’t anything weird… after seeing one and knowing something about mechanical equipment and aerodynamics, I can understand there is something to these stories”. The pilot became concerned for air-travel safety as he said:

> **“I think they’re dangerous flying around the airways, if one got out of control, it could cause an accident. This one we watched was under control all right”.** [mlx]

According to Major Donald E. Keyhoe’s analysis: “One carefully reported encounter, which I had personally investigated, was the dramatic incident near South Bend, on the night of April 27, 1950. Because of this check-up, I was able to get the passengers' stories as well as the crew's account”:

“At 8:25 pm., a Trans World Airlines DC-3 was droning westward over Goshen, Indiana. In the left-hand seat, handling the controls was Captain Robert Adickes, a stocky ex-Navy pilot with ten years' service in TWA. Over on his right was Robert F. Manning, also a four-stripe captain, who was acting as the first officer on this flight to Chicago.”

“The DC-3, Flight 117, was cruising at 2,000 feet when a strange red light below and behind the airliner suddenly caught Manning's eye. Moving swiftly, it climbed up on the right, overtaking the plane.”

“Puzzled, Manning watched it close in. This was no wingtip light - the red light was too bright. The DC-3 was cruising at 175 mph, but the mysterious object overtook it rapidly, the light steadily growing in size. It was now an orange-red color, like a round blob of hot metal sweeping through the night sky. Craning his neck, Manning looked down on a spherical shape which glowed brightly on top, its lower half in shadow.”

“Look over here," he said to Adickes. "What do you make of this?" Adickes stared down through the starboard window, then told

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Manning to crank it open to make sure it was not some freak reflection. The saucer was still visible, now almost at the airliner's level. Over the top, the pilots could see scattered ground lights, cars moving on a highway. Adickes hastily called Air Traffic Control, but ATC had no record of any craft near their ship."

"By this time the saucer was parallel with the DC-3. As they watched, it slowed down, keeping pace with the plane."

"To Adickes, it looked like a huge red wheel rolling down a road. He banked toward it, but the disc instantly slid away, keeping the same distance. Again, he tried, with the same result."

"Calling the hostess, Gloria Hinshaw, Adickes told her to alert the passengers. To make sure he had plenty of witnesses, he went back into the cabin, watching the passengers' reaction. When Adickes returned to the cockpit, he tried once more to bank in for a closer look. When the disc again slid away, he cut in sharply, at full throttle, for a direct chase."

"Instantly the glowing disc dived, racing off to the north past South Bend. Adickes estimated its speed at nearly 400 miles an hour."

"Since it (the UFO) had been pacing the airliner at 175 mph, this meant it had doubled its speed in about three seconds. For a few minutes, more the weird light remained visible - a diminishing bright red spot. Then it faded into the darkness."

Keyhoe discusses the responses he received from the two pilots as he questioned them on the encounter. Keyhoe asks: "How large do you think it was?" Manning's response to Keyhoe's questions: "That's hard to say because we could only guess at its distance," said Manning. "But it had to be fairly large. When I first saw it, the thing was near the horizon, perhaps ten miles away. Even then it was big enough to stand out." He quietly spiked the idea that the saucer had been a jet plane's tailpipe.

"All I can say is that it definitely was there. And it was uncanny enough to startle anyone first seeing it." Captain Adickes agreed with Manning on all the main points."

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> “Before then, I wasn't convinced by the saucer reports. Now I know they do exist. One thing, it wasn't cherry-red, as some papers said. It was about the color of hot metal."

“Each time it veered away as if repulse radar controlled it. And when I went straight after it, the thing was off in a flash. Manning and I estimated its diameter at 50 feet or more. When I tried to cut in toward it, it streaked away at twice our speed, but even then, it took several minutes to fade out. So, it had to be fairly big - maybe a lot larger than 50 feet." As it speeded up to escape, Adickes said, he caught an edge-on glimpse of the saucer. It seemed to be about one-tenth as big as its diameter. Though he couldn't be sure of its distance, while it was pacing the airliner, Adickes believed it was at least half a mile away. It had not been close enough to affect his instruments or radio.”

Hostess Gloria Hinshaw had seen the disc from both the cabin and the darkened cockpit. "It looked like a big red wheel rolling along," she told me. "It was certainly a strange-looking thing. If I hadn't seen it, I don't think I'd have believed the pilots."

"The thing was the color of a neon sign - just a big red disc.
I used to laugh at saucer stories -but not anymore”.

“Among other passengers who confirmed the sighting were C. H. Jenkins and D. C. Bourland, engineers with the Boeing Aircraft Company, and E. J. Fitzgerald, vice-president of a metal equipment corporation in Chicago. Later several officials of the International Harvester Company also admitted they had seen the glowing disc as it paced their plane.”[mlxi]

Cigar shaped UFO reported by American Airlines crew: On May 29, 1950, around 9:10 pm the Captain of an American Airlines DC-6 flight to Nashville reported a large submarine shaped (cigar) craft approach his passenger plane around 7 miles west of Mt. Vernon.

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The pilots averted a midair collision by sharply banking the passenger plane to 45 degrees off course. The submarine shaped craft, passed on their left side slightly higher and in the opposite direction from their 11 o'clock to 7 o'clock position.

At this point, the observers reported seeing the dark silhouette of a slender hull which reminded them of a submarine. The submarine-shaped object's length was about half of the moon's diameter and its height a fraction of that.

A bright blue light appeared to be at the tail end. What shocked them next was the fact "the object" was seen again through the right window, as it circled behind them and came up towards the DC-6.

The Pilots then banked to their right toward the object when it finally took off towards the Atlantic. That same night between Nashville and Knoxville, Captain Hank Meyers, later pilot for President Truman, witnessed a brilliant bluish object. The Air Force believed it could well have been the same UFO.[mlxii]

UFO pulls away from Commercial Airliner: On June 24, 1950, Central Airlines officials reported Saturday that one of its pilots followed 'a saucer-shaped object' for 20 miles in the sky near Commerce, Texas. "The airline said its Forth Worth office reported by Teletype that both flight captain Harry Logsdon and a passenger identified as W. Crowder, Texarkana, Texas, said they saw the object.

"Logsdon, a veteran commercial pilot, was quoted as saying he kept the object in sight for about 20 miles before it pulled away from his airliner in a sudden burst of speed. "He estimated the object's speed 'in excess of 400 miles an hour".[mlxiii]

Cigar shaped UFO near United Airlines Passenger Plane: On June 24, 1950, United Press carried a report of two veteran airline pilots stating they witnessed: “a blazing, dirigible-like phenomenon trailing streams of light in the skies over Nevada."

The paper mentioned First Officer David Stewart and Captain Sam B. Wiper did not call it a flying saucer, however, they both agreed:

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"I've never seen anything in the skies that remotely resembled what I saw Saturday night."

The United Airlines crew were traveling at 14,000 feet in altitude when the object appeared much higher. The crew and 50 passengers witnessed the event. The crew radioed Las Vegas and Silver Lake to confirm no Army and Navy planes were in the area. They then stated: “We know all about jets and vapor trails and optical illusions, this thing was there”.

Another Reno family were traveling near Fernley when they spotted the object about 10:00 pm. They realized it was not a meteor when the trail of light left a figure “3”. They also stated the trail was luminous and faded into an orange color before disappearing”. [mlxiv]

“The object first appeared around 9:00 pm, "it dipped momentarily toward the community and then zoomed north, shooting out bright red flames and leaving a vapor trail that was seen for more than 20 minutes."

“In Lovelock, a group of 30 fliers witnessed the event. The Civil Aeronautics tower confirmed pilot reports at Derby Field (near Lovelock) who stated: "the vapor trail was definitely made by a mechanical, flying object." The fliers stated to the paper that the "missile streaked through the air at a terrific rate of speed." [mlxv]

United Airlines pilots report UFO: On June 26, 1950, Capt. E.L. Remlin and First Officer David Stewart, and observer Capt. Sam B. Wiper observed a mysterious object while flying their United Airlines Mainliner at 14,000 feet between Las Vegas and the Silver Lake. The location of the sighting was eight miles north of Baker, New Mexico. The object had a bluish center with a bright orange tint. It was flying horizontally at about 20,000 feet, much faster than the Mainliner and about 20 miles in the distance.

Several other credible witnesses confirmed the UFO: 1) Las Vegas CAA (FAA) men, 2) an Air Force plane and 3) a Navy plane in the general area.[mlxvi]

The ‘Dayton Journal’ shared: “the first officer stated the object was more "cigar-shaped" than pancake shaped as reported by

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others. He shared with the news media that the object paced their plane on a parallel course for 30 miles before it faded into the distance. His plane was traveling at 290 mph at the time."[mlxvii]

There is no official case study of this encounter in the Project Blue Book files. The article from the 'Dayton Harold' was intermixed with an Air Force case on a Kentucky sighting. This appears to be another case where the military (Air Force and Navy) were not comfortable making this information available to the public. Its either that or they were under strict orders to keep the information classified.

Capital Airlines pilot confirms UFO pacing his plane: On November 18, 1951, Andrews Air Force Base control tower confirmed the capital airlines pilot for flight 610 reported a strange object following his DC-4 for 20 miles at 8,000 feet. The case file reveals the UFO:

1. "was confirmed not to be a star because of its brilliant light.";
2. "had several other lights on it";
3. "moved slowly";
4. "after following flight 610, it turned back and soon disappeared."

An F94 was vectored to the area but was unable to see anything. The Air Force concluded this object was "Unidentified".[mlxviii]

Capital Airlines passenger plane crew confirms sphere UFO following his plane: On November 24, 1951, around 1835 hours EST (6:35 pm) two pilots in a DC-3 observed an object cross their course to the SW over Coopersville, Wisconsin.

The object appeared at their altitude at 1900 feet. The description of the UFO was 12 inches in diameter, round and had the color of a "dullish blue" light source.

The trajectory was flat and traveling at an estimated 1,000 miles per hour. Upon landing at Grand Rapids, the pilot heard the

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tower operators had also seen the object. He was interrogated over the phone by Air Defense staff at Selfridge Air Force Base.

The tower operators told Captain Larry Shroeder that they had intercepted a message from "the Net", which was a classified radar site. The “Net” had picked up the object 20 miles east of the station. In Captain Schroeder's opinion, the object was not a meteor, as it had no characteristics of a normal meteor. At the time he believed it to be an AF guided missile of some sort. The Air Force concluded this object was a "meteor."[mlxix]

The Air Force memorandum for the record stated: the object was a giant "oblong" craft emitting no sound, however, displaying a red exhaust. Kent City Airport confirmed the same UFO at their location within 10 minutes of Captain Shroeder. It was also reported, a flight of F-86's were in the vicinity of Coopersville. It was not said but assumed they were asked to investigate the object. The entire UFO incident was brought to the attention of ATIC, Wright Patterson Air Force Base (OH). We learn later the Air Force concluded this object to be a “Meteor”. [mlxx]

Comment | Several points need to be brought up here: 1) 1,000 miles an hour seems slow for a meteor. 2) The object was a blue sphere with red exhaust or trail. So, what was the object seen over Wisconsin?

Central Airlines Pilot reports UFOs over Lacrosse: On April 14, 1952, around 12:35 a Capital Airline pilot observes several objects flying in a "V" formation over Lacrosse Wisconsin.

The only information we find in the file is an incoming teletype message dated April 14, 1952, to the Secretary of Defense in Washington, D.C. During President Truman's administration, Robert A. Lovett served as Secretary of Defense from 1951 to 1953. The document stated: "Several lighted colored objects in "V" formation at 15,000 to 20,000 feet altitude … changed formation with tremendous speed." Further, it stated: "swaying motion noticed by Captain Charles Mason of Central Airlines."

The UFO report was prepared and then forwarded to Army, Navy, CIA, JCS, and AFSA. In a June 4, 1968 letter to Lt Col Hector

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Quintanilla USAF, Dr. Hynek in responding to the initial information given stated the conclusion should not be "insufficient information" but be labeled "insufficient information because of lack of follow-up." The Air Force then changed their conclusion to being "unidentified and unknown."

Dr. J. Allen Hynek became concerned that the Air Force Project Blue Book was becoming the "Society for the Explanation of the Uninvestigated."[mlxxi]

In addition, Secretary of Defense, Robert A. Lovett served as undersecretary of Defense for General George Marshall in 1946 through 1949. It was during 1947 that Dr. Oppenheimer and Professor Albert Einstein who wrote the famous paper: "Relationships with Inhabitants of Celestial Bodies" for General George Marshall and President Truman.

> **It is with these relationships at the White House, we are assured, President Truman, Robert A. Lovett, General George Marshall knew of UFO encounters with passenger planes, despite the denials in national newspapers at the time.**

American Airline's crew encounter teardrop shaped UFO over Indiana: On July 12, 1952, an American Airlines flight heading to Boston encountered a near miss with a UFO over the state of Indiana. Captain Richard E. Case when landing in Boston reported a green object shaped like a "tear-drop" suddenly appeared at 15,000 feet and shot down in front of the passenger airliner.

The object then pulled out at 6,000 feet where it then left at a terrific speed. When the object leveled off, it turned to bright white light. According to Captain Case, he said:

> **"Most of the nation's pilots are aware of this thing, and most are just a little scared. After all, it’s no fun to have unidentified objects buzzing around your ears in flight”.** [mlxxii]

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Captain Case was quoted in the ‘Indianapolis Times’ saying: "It was not a meteor; It was a controlled craft… It then changed course and altitude”.

The article points out that a spokesman at Weir Cook said: “all such reports are secret, and they had been swamped with calls and at least a half-dozen pilots including a jet pilot had seen the object”.

Most of the reports, including' that of Capt. Case; described the object as: 1) being shaped like a football; 2) was white in color; and 3) had a long yellow tail of flame.

Persons spotting the object on the ground saw it from 3 to 10 seconds. At Weir Cook, a 'tower officials held it in view with field glasses for five seconds.[mlxxiii]

UFO crosses the path of Ozark Airlines passenger Plane: On July 12, 1952, at 7:30 pm Ozark Flight 305 left Chicago, O'Hare airport and observed a UFO over Buckley, Iroquois County, Illinois.

The First Officer R. Bullard and Captain George D. Keller observed an object the size of a jet, glowing bright white with a small tail. The UFO was reviewed for 30 to 40 seconds before it crossed their path. At the time their plane was at 4,000 feet in altitude.[mlxxiv]

Pan American pilots report eight 100-foot diameter egg-shaped objects at Norfolk: On July 14, 1952, at around 9:12 pm two veteran Navy pilots (now Pan American Airways pilots) reported eight huge "flying saucers" speeding towards them near Norfolk, Virginia.

According to William B. Nash and William H. Fortenberry, each of the six crafts was at least 100 feet in diameter and 10 to 15 feet thick. Each appeared to be glowing like "red-hot orange coals."

The objects reportedly flew in echelon formation in two groups of 3 at 6,000 feet beneath the Pan Am DC-4. The officers reported the objects were on a direct collision course, made a 150-degree hairpin turn “like balls bouncing off a wall” and passed over the DC-4.

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It was then two identical craft joined the six objects. The eight UFOs then zoomed upward and disappeared into the night sky. When first observed the objects were flying in echelon formation around 2,000 feet in altitude. Both Nash and Fortenberry were former Navy Pilots during World War II. Several Facts about the UFOs in this case:

1. “they were speeding at 1,000 miles per hour near Norfolk, Virginia”;
2. "each of the six crafts was at least 100 feet in diameter and 10 to 15 feet thick:'
3. "each appeared to be glowing like "red-hot orange coals";
4. “the objects were reportedly flying in formation at 6,000 feet beneath the Pan Am DC-4”;
5. “when first observed the objects were flying in echelon formation around 2,000 feet in altitude”;
6. "when they passed over, the six "things" veered off and joined by two identical craft";
7. "the eight objects then zoomed upward to 10,000 feet and disappeared into the night sky"[mlxxv]

Captain Ruppelt of the United States Air Force said: "We are assuming the pilots are describing accurately what they saw and we have no reason to doubt them."[mlxxvi]

Transport plane chased by big orange light: On August 12, 1952, about 11:30 pm Captain Max M. Jacoby chief pilot for Pioneer Airlines and Captain J.W. McNaulty, a pilot and maintenance man reported a big, orange light chased their transport plane. The light large light appeared at 3,000 feet in altitude about 15 to 25 miles from

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Love Field (Dallas Texas). Jacoby said the object seemed to be standing still and was not a focused light such as a landing light of a plane. "Then it suddenly started moving northwest."

Jacoby then admitted he chased the object: "So I turned the plane on a course (at a speed of 240 miles an hour) that would intercept it at about 30 degrees".

“It dived down, but the body of the thing did not change when it turned. It was bright then it began to die down. He said: I couldn't tell whether it was just a light or a light coming from some object". According to the news release, Jacoby refused to decline to call the light a saucer for fear he would be laughed at.” [mlxxvii]

As we read in many stories, hundreds if not thousands of eyewitnesses have not come forward due to the psychological impact created by government agencies in the 1940's declaring such objects were non-sense. The fear of ridicule is a significant reason for observers remaining silent on extraordinary events.

UFO on a collision course with Plane: On March 31, 1953, around 2:00 pm a civilian test pilot for Stansbury, Inc. (a former Mechanic in the Bomb Squadron for the Air Force during World War II) was on approach to Phoenix Airport when he observed a UFO.

According to the pilots drawing he was flying straight when the object approached from his right side (as if on a collision course). It then performed a 90-degree mid-air turn towards his tail section then moved south. He described the UFO as being:

1. “silver in color”;
2. “disc” like in design”;
3. moving extremely "fast.”;
4. having "no wings.”;
5. at 5,000 feet”;
6. about “three to five feet in diameter.”

The pilot emphasized: "The object was either small & close in or larger and further away. Due to extreme speed, we were unable to

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determine just what size it was. We could see that it did not have any wings." The Air Force concluded this object was a "Balloon." [mlxxviii]

Two Trans World Airliners approached by UFO: This next case is from NICAP's, 'UFO Investigator' magazine. We are thankful for the investigative work performed by the NICAP in this case. I was unable to find any official reports in the Project Bluebook.

This event includes two separate TWA passenger planes encountering a UFO on the same day, in close proximity of time. Both of these cases were communicated with Cleveland Air Traffic Control and the United States Air Force. An official report should exist, but since we are not given access, we can only assume it is classified.

In 1954 near Findley, Hancock County, Ohio, a westbound TWA flight from Kansas City to New York encountered a UFO. During the evening the Captain observed an inexplicable light off the left wing.

The 'UFO Investigator' provides several facts to this case, which remains classified today. The UFO:

1. was "reddish in color";
2. paced the TWA passenger "plane for 5 minutes";
3. was "pulsating at regular intervals of a few seconds.";
4. proceeded to a southwesterly direction at tremendous speed and was out of sight in a few seconds.

The 'UFO Investigator' tells us: The pilot notified Cleveland Air Traffic Control relays the incident to Wright Patterson Air Force Base.

About the same time, another TWA passenger plane has a UFO incident where it (the UFO) crossed the path of the aircraft. Again, Cleveland Air Traffic control was contacted and mentioned it crossed their path. During the relay of the story, the UFO came back off the right wing closing fast. Then the UFO disappeared, climbing rapidly out of the radar beam.[mlxxix]

Pilot observed a 40-foot diameter UFO: Around 5:05 am, June 25, 1954, am an experienced private pilot in a Navion light plane

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observed a UFO over Indian Lake, Ohio. His aircraft was at 6,200 feet altitude when the incident occurred. The UFO:

1. “appearing like “silver or aluminum” in color;
2. “round in shape”;
3. “having a flat bottom”;
4. “having a raised front edge”;
5. “having an inverted cone on top”;
6. “having a diameter of 40 feet”;
7. “Dayton Radar tracked the object traveling at 2,000 miles an hour”;
8. “It would stop suddenly “to hover”;
9. “the observation last 3 to 5 minutes”;
10. “the UFO maintained a flight pattern between 12,000 to 15,000 feet in altitude.”

The Pilot confirmed the following to Dayton: 1) "the object reacted exactly as if it was listening to his radio transmission." 2) "the object made a high-G pull-up and then a steep climb into the overcast. Even the pilot believed: "He couldn't have withstood the G's." The Air Force concluded the object was "unidentified.[mlxxx]

Transcontinental passenger plane pilot and crew report large UFO: Around 7:30 am on June 26, 1954, over 60 passengers in a Transcontinental plane over Columbus, Ohio observe and report a UFO to authorities. Ground control contacted the Captain of the plane and requested they divert from their flight path to observe a UFO in the vicinity. The Captain and crew informed the passengers (via cabin radio speakers) they would be taking a slight deviation to follow the UFO. The plane was at 20,000 feet when the aerial encounter occurred.

The Transcontinental UFO Incident: An Army Colonel (MD) was on board and said he saw what looked like a metallic blob directly overhead. He described it as pear-shaped. The Colonel agreed and said the sun was reflecting off the UFOs surface.

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A Teletype message was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) Air Technology Center Wright Patterson Air Force Base (OH); 3) Director of Intelligence HQ USAF (DC); and 4) MATS Andrews Air Force Base (MD). The Air Force concluded the witnesses observed a "probable balloon."[mlxxxi]

60-foot diameter UFO parallels plane over Arizona: On September 17, 1954, at Clarksdale, Arizona a UFO flew parallel with a civilian plane. This UFO case file is intriguing as the pilot's own testimony, and personal report is not in the Air Force blue book file.

What we have is a Tele-typed message to Commanders and Directors at ATIC Wright Patterson Air Force Base (OH) Andrews Air Force Base (MD), Ent Air Force Base (CO) and March Air Force Base (CA). The following facts revealed: Sometime around 6:53 pm, a Pilot flying a plane over Winslow (AZ) observed a UFO. It was:

1. "a brilliant object about the size of a DC3 (e.g., 60 feet long)";
2. "flying North to South";
3. “it then changed course to parallel his plane.”;
4. "the object was traveled between 700 to 1000 miles per hour."

The Air Force stated it could not conclude the case as there was "insufficient data for evaluation." The file indicated the Air Force needed duration and manner of disappearance but believed the UFO was an aircraft. [mlxxxii]

Given the volume of sightings during the time period, the Air Force did not have time to follow up on all sightings including this case. As a result, many cases were unsolved or given quick evaluations with no analysis or careful thought as to the true facts behind the incidents.

Near the end of Project Blue Book; many records were destroyed at Wright Patterson and during the Condon Study. Some of

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these UFO files were duplicates of more sensitive military cases and therefore kept out of blue book.

Even this case shows us there was not enough necessary information to make a final determination. This sighting was something other than an aircraft. What pilot would report an object the size of a DC3 that would parallel his own craft and not know what it was? It would be a near miss of some origin.

UFO darts in front of DC-3 over Houston, Texas: This following case was not in Project Blue Book. We are fortunate the research papers of Loren E. Gross found the case in the 'Big Spring Daily Herald'.

Around 9:45 pm on March 8, 1957, two men with the initials V.H. and G.M. were piloting a DC-3 owned by the Tennessee Gas Transmission Company when they encountered a UFO over Texas. The UFO came into view when it darted across the front of the DC-3 while the aircraft was passing over Pasadena, a suburb of Houston to the southeast of the city. According to the 'Big Spring Daily Herald', the following facts were:

1. VH shared: "It was going from south to north. We were doing at least 200 miles per hour, and it went by us easily. There was no sign of regulation navigation lights of a red and green color."
2. G.M. shared: "When it wanted to, it kept ahead of us easily. It would stop or seem to stop just under us. We would bank around, get close to it, and it would be gone again."
3. According to the article: "The DC-3 was maintaining an altitude between 1300 to 1500 feet, while the UFO would soar as high as 2,000 feet, and then dive down to about 200 feet where it would hover."[mlxxxiii]

200-foot-long UFO circles passenger airliner over Indiana: Around 9:13 pm on June 21, 1957, a UFO began pacing a twin-engine passenger airliner above Monticello, Indiana. According to the 'APRO Bulletin', the UFO:

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1. “was twice the size of the airliner.”;
2. “exterior was lighted up as it approached their position.”;
3. had a "blue-white" color";
4. “emitted a faint vapor trail”;
5. “circled the passenger plane”;
6. “shot straight up into the sky at tremendous speed.”[mlxxxiv]

200 FOOT UFO / UAP NEAR DC-7 PASSENGER PLANE

A typical airliner in 1957 was the DC-7, which was 110 feet long. If the witnesses believe the object was twice the size we are talking about a 200-foot long object.

Capital Airlines pilot reports UFO at Cleveland: On July 29, 1957, around 11:31 am a Capital Airline pilot (Flight 841) observed a round yellowish-white UFO at approximately 20,000 feet over Cleveland, Ohio. The case file reveals the UFO:

1. “came from the north and passed in front of the aircraft.”;
2. “appeared brilliant, then went to dim and then changed back to brilliant.”;
3. “hovered over Cleveland and then moved northwest.”;
4. "was extremely fast and insight for 8 minutes."

The airliner chased the object, but the UFO sped ahead of them and over the horizon. Both pilots were sure the UFO was not a

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star. A Teletype message was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) EDAF Stewart Air Force Base, (NY); 3) 30th ADIV WRAF Station, (MI); 4) 3) Air Technical Intelligence Center, ATIC Wright Patterson Air Force Base (OH). The Air Force concluded that the cause of this sighting was "unidentified." [mlxxxv]

Cigar shaped UFO with windows seen 200 miles from Florida: The story comes to us from 'SPACE magazine'. Around 7:35 pm on January 14, 1959, the Co-pilot of a Super-Constellation heading to Miami reported a long-self illuminated UFO about 200 miles North-Northeast of Palm Beach, Florida.

The Pilot shared that around 5,000 feet in front of his airliner he witnessed the cigar-shaped UFO cross his path. He described the Cigar ship as "brilliant yellow in color and having clearly outlined squares, which gave off a silver glow."

Both pilots shared: "The object was traveling from east to west, and according to the co-pilot was traveling faster than anything that we have in the air today."[mlxxxvi]

This UFO incident did not end up in the Project Blue Book files as no CIRVUS report exists. The airplane commander is responsible for filing for the Air Force report.

Five American and United Airlines passenger plane crews report UFOs over Pennsylvania and Ohio: This next story comes to us from several sources, Project Blue Book and "The UFO Investigator" (NICAP) and the "UFO Evidence" case involves three separate passenger airliners witnessing a group of three (3) UFOs during flight.

On February 24, 1959, between 8:40 to 9:10 pm three separate United Airline passenger planes crew members reported three UFOs between Lockhaven, Pennsylvania, and Youngstown, Ohio.

The 'UFO Investigator' informs us that five separate airliners spotted this spectacle, however, it was documented that three United

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Airliners, 1 American Airliner and an Unknown 5th Airliner and ground witnesses observed the objects.

United Flight Captain A.D. Yates and his flight engineer L.E. Barney witnessed the spectacle. During the sighting, United Flights 937 and 321 flying west from Newark also saw the objects. All three United passenger plane crews communicated with each other via radio and agree with the UFOs:

1. emitted “a light”;
2. were “in a formation.”;

Ground witnesses at Akron, Summit County, confirmed seeing the glowing objects between 9:15 and 9:20 pm. American Airlines Captain Peter Killian and crew also spotted the formation and was confirmed by a fifth airliner. [mlxxxvii]

A Cessna pilot encounters close encounter with three egg shaped UFOs over New Mexico: This case comes to us from several sources, including well-known researchers in the UFO community. Below is a compilation of some of their notes on this case.

On August 13, 1959, a former US Navy pilot had a UFO encounter between Roswell and Corona, New Mexico. At the time of this event, Jack H. Goldsberry was piloting a Cessna 170 at 8,000 feet.

Halfway between Roswell and Corona, the planes magnetic, electric compass suddenly made 360 degree sweeps like a fast-moving stopwatch.

Goldsberry looked at his standard magnetic compass, and that was spinning crazily. It was about then he looked up and saw three small elliptical (egg-shaped) objects in close echelon formation. These objects passed in front of his plane from left to right. The pilot shared the following information about the UFOs:

1. “three objects”;

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2. "oval-shaped devices";
3. “traveling in in echelon formation”;
4. “passing directly in front of the Cessna”;
5. "gray in color and identical in shape (as bowls face to face "one inverted on the other" but with bottoms rounded instead of flat";
6. “having diameters estimated to be about eight feet”;
7. “gray and slightly fuzzy” in color”;
8. “circling laterally around the plane”;
9. “disappearing to the rear of the plane”;
10. affecting the magnetic compass: “the magnetic compass was following their exact speed”;
11. The pilot said the compass was spinning: “so crazily I couldn’t read it”;
12. "they were traveling at 150 to 200 yards in the distance";
13. "having a traveling speed of 200 mph";
14. Coming near his plane at 8,000 feet when his compass went haywire.”

Goldsberry contacted the FAA controller at Albuquerque who told him that they were canceling his flight plan and that he was to land at Kirtland Air Force Base. At Kirtland, he was for about two hours by an Air Force major.

The UFO officer told him to say nothing of the incident to anyone except his wife. The doctor informed the witness that if any unexpected illness happened to him to get to a government hospital and they would take care of him.

Fran Ridge, a UFO researcher, reported the following: “The FAA tower operator broke in and told him to keep radio silence. "He said for me to fly at once to Kirtland Air Force Base. When I landed there, I was hustled to an office and interrogated by an AF major, the base UFO officer. Then he told me that being so close to those objects I might develop radiation sickness. He said if I developed an unexpected illness to let the AF know and get to a government hospital right away. He warned me to keep this secret from everybody but my wife and to make sure she kept quiet, too." [mlxxxviii]

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Cigar Ship passes Eastern Airlines passenger plane: On March 7, 1960, a large Cigar shaped ship passed an Eastern Airlines passenger plane at 6,000 miles an hour. Captain Miles, was piloting the Eastern Airlines Lockheed Electra when the incident occurred.

A second passenger plane piloted by Captain Neal, in a Constellation, as well as a South Carolina tower operator, confirmed the story of Captain Miles UFO encounter. Regarding this UFO case, Captain Miles of Eastern shared:

1. His engineer and co-pilot were at 14,000 feet over Gordonville, Virginia when: “this thing came overhead just off our right side”;
2. “We all three saw it. It was unlike anything we had ever seen before”;
3. “It was tremendous in size, looked like an enlarged fuselage of a modern-day plane barreling through the air”;
4. “The object had a long white flame coming from the tail end with the length of a quarter of a mile”;
5. “There were no wings or protrusions on the body that could have balanced or directed it”;
6. "I could see no windows or markings, but it looked like there were running lights around it."

According to the paper; both airline pilots did not want to be considered "crackpots" but filed a report with the proper authorities. Regarding this incident, the pilots were not contacted for an interview. [mlxxxix]

This UFO case was not in Project Blue Book. However, in keeping with new Airline Protocols implemented in 1953, the file for

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this sighting was most likely provided to the Eastern Airlines reporting channel which then forwarded the report to the Air Force top secret reporting center.

Two Airline Passenger Plane crews report UFOs over Texas: On July 20, 1960, two Airline Captains in separate planes reported several bright objects in the sky over Houston and Port Arthur Texas.

In one case a UFO was observed when an airliner was taking off from Houston Airport. In the other case, the UFO appeared when the plane was landing at Jefferson County Airport near Port Arthur, Texas.

The crew, from Trans-Texas flight N33654, reported two UFOs and declared they "were not aircraft." The crew provided the following facts on the UFOs they:

1. “emitted no sound”;
2. “left no trail or exhaust”;
3. “were flying much faster than an aircraft during their change of altitudes”;
4. “flew in a strange and erratic pattern”;
5. “were hovering between 6,000 and 7,000 feet”;
6. “then disappeared.”

A Teletype message was prepared and forwarded to the following commands: 1) the 68th Bomb Wing at Chennault Air Force Base (LA); 2) 32nd AIR DIV (OK); 3) ATIC Wright Patterson Air Force Base (OH); 4) HQ USAF (DC); 5) OSAF (DC) and 6) Barksdale Air Force Base (LA). The Air Force concluded these objects were "Unidentified.[mxc]

UFO approached plane at rapid speed over Texas: Around 11:00 pm on May 1961 a pilot encountered a UFO between Midland and Pecos River Texas. The pilot was at 8,500 feet heading west when a UFO shot toward his plane at very high speed. The observer

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shared the object: "appeared as a white glow of light increasing in brilliance and size as it approached us."

The pilot then became scared and turned on his landing lights. When the landing lights came on the UFO: "reversed its path of flight, diminished in size," and was "lost from sight." The FAA at Carlsbad shared: “yeah, this isn’t the first report this week: don’t know what it is, but the Air Force seems interested”. This case does not appear in the US Air Force Project Blue Book files.[mxci]

Two UFOs reported by Trans Texas Airlines: On July 20, 1961, around 9:00 am Trans-Texas Airlines Capt. A. V. Beather, flying a DC-3 over Baytown Texas, observed two very bright white objects directly in front of his aircraft hovering between 6,000 and 7,000 feet.

The two objects following in an erratic flight path suddenly disappeared on a heading between 65 and 70 degrees at 10,000 feet. According to the witnesses, the objects appeared to be traveling much faster than an aircraft. Weather radar showed small non-persistent blips on the scope in the general area of the sighting southwest of Orange, Texas. These blips were apparently not ground clutter. Transcripts of communications from the Pilot to the ground shared the following comments: "look out over the bay and just southeast of you some 6,000 feet. Something really bright and shiny, it looks like it hovers for a while then it maneuvers real fast. It gets really bright and then it gets dull. It doesn't look like an aircraft."

A Teletype message was prepared and sent to the following commands: 1) ADC Ent Air Force Base (DC); 2) ATIC Wright Patterson Air Force Base (OH); 3) HQ / OSAF Washington (DC) and 4) Barksdale Air Force Base (LA). The Air Force concluded the cause of this sighting was "Unidentified.[mxcii]

1000-foot diameter UFOs pace Tiger Airlines, Alaska: The following UFO case file comes to us from the U.S. Air Force and ‘The UFO Investigator’. In this sighting, similar to the Alaska Encounter in 1986, flight JAL, UFOs began pacing a Commercial Freighter.

On February 11, 1965, a Flying Tiger freighter aircraft (Flight F-169) left Anchorage, Alaska for Tachikawa Air Base, Japan. During

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the flight, they encountered three large UFOs.

About 4 hours into the flight, a crew member stepped into the cabin and asked Capt. R.W. if he would like to see some UFOs. Captain W., went to the cockpit and observed three targets on the radarscope, indicating the objects were 5 miles off their wing tip.

From their window, the Captain and several crew members were able to see three glowing red oval objects in the distance. As the plane continued on its path, the crew kept track of the uninvited guests outside their transport.

For 30 minutes these objects paced the aircraft. It was at this point the three UFOs “climbed straight up and out at a high angle." Radar confirmed the objects flying at 1200 knots ground speed.

The Captain, not so surprised remarked that they often see UFOs on the Alaskan run. The Captain in trying to determine the size of the objects said the UFOs were about 2-3 inches in diameter at arms-length. At a 5-mile distance, this computes (conservatively) to about 1,000 feet in diameter.

Even assuming an overestimation of apparent size and reducing the estimate to 1 inch at arms-length, the UFOs would have been close to 200 feet in diameter. [mxciii]

UFOs pace passenger planes over Japan: Around 7:00 pm on March 21, 1965, a TOA passenger plane with 40 passengers encountered a UFO, seventy miles from Osaka Airport, Japan. According to this case, the UFO;

1. “followed the passenger plane”;
2. “stopped for about three minutes, then”;
3. “took up a position alongside the left wing at three hundred feet”;
4. it paced the TOA for 55 miles.

“Pilot Yoshiaki Inada said the object “violently” affected his automatic direction finder and his radio. He tried contacting Osaka Communications tower, but was unsuccessful.”

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The object then disappeared when the passenger plane reached Matsuyama in Shikoku. The copilot of the TOA passenger plane contacted Matsuyama tower to report the sighting and overheard the frantic calls from a second plane owned by Tokyo lines.

The Tokyo lines pilot reported their plane was being chased by a "mysterious luminous object," along the northern edge of Matsuyama city.

The ‘Mainichi Daily News’ reported: “a team from the United States was coming to Japan to interview the pilots chased by egg-shaped UFOs. The team comprised members from the Defense Department, the Federal Aviation Agency, and Palomar Observatory."

The U.S. was interested in knowing about the causation of "several mysterious aviation accidents possibly involving UFOs."[mxciv]

Arthur M. Godfrey (TV Broadcaster) reports UFO near Philly: This next case comes from Frank Edwards in his book: “Flying Saucers-Serious Business." Interestingly Arthur Godfrey being such a celebrity at the time (broadcaster and entertainer), one would think the Air Force would have made a file of all the newspaper clippings.

On the other hand, the military probably did not want to draw attention to the case and give it credibility as a result of Godfrey’s fame.

On June 25, 1965, Arthur Godfrey was on his coast to coast radio show with comedian Orson Bean when he shared his encounter with the audience of a near miss event with a UFO over Philadelphia several years earlier. According to Frank Edwards, Godfrey, an accomplished pilot, and his co-pilot, Frank Munciello were flying over Philadelphia when they encountered a brightly lit object off their right wing of their twin-engine Convair.

“Godfrey at the control panel rolled his plane sharply to the left to avoid a possible collision. He then contacted the FAA tower at Philadelphia.” The communications were as follows:

1. Godfrey: “Any traffic near us?”;
2. Philadelphia Control Tower: “None”;

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3. Godfrey: “Well, there’s darned well something up here!”

“At that moment, the object reversed course and circled the plane, coming up seconds later behind their left wing.”

“Godfrey then banked sharply away from the UFO and tried to increase the distance between them. The object then banked right with him. Every time Godfrey made an effort to elude the UFO, it duplicated his moves.” He admitted later to an audience on the coast to coast program:

“It stayed right there off my left wing, no matter what I did."
“The object later veered upward and sped away into the night.”

The news announcement of this incident is on YouTube.[mxcv]

UFO paces American Airlines Flight over Texas: The U.S. Air Force is here to protect the U.S. Skies from threats from other nations, that is why I find the next case concerning as it was not in project book.

However, I do recall the Airline Industry was required to submit all UFO cases through their own Airline company offices. In turn, these cases were then sent to the Air Force. Unfortunately, these cases were never sent to the Project Blue Book files.

We are thankful that the NICAP organization was able to share the following information on this next case. At 10:00 pm on January 16, 1966, a UFO paced an American Airlines flight near El Paso, Texas.

In a report to NICAP, two psychologists on board expressed themselves as dumbfounded by what they saw.

The passengers informed investigators that they had witnessed a bright light trailing the airliner. It came alongside the passenger plane moving up and down erratically, speeding ahead, and then reversing course. At one point the pilot, without explanation, turned on the landing lights for a few seconds, banked sharply, and then returned to course.

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After the plane landed in San Antonio, the witnesses saw the object "shoot up and execute a wide hyperbolic swing into the sky." [mxcvi]

UFO paces Braniff Airlines passenger plane: On May 4, 1966, the pilot of an eastbound Braniff Boeing 707 passenger plane contacted Air Traffic Control at Indianapolis Center that a UFO was pacing their aircraft.

Captain A. Speegle of Flight 542 was at 33,000 feet when the UFO appeared near or above their position. Speegle said the UFO was "brightly lighted." The high-altitude controllers at Indianapolis, Mr. Dale Bricken observed the object on his radar scope as it tracked the airliner for 15 miles. The UFO was picked up on radar near Newcomb, Kentucky was above the 707.

The UFO paced the 707 then broke sharply to the left, then went up and over the airliner and disappeared to the southwest at a very high rate of speed.

A Teletype was prepared at Bunker Hill Air Force Base, Indiana and forwarded to ADC, Ent Air Force Base, (CO), 30th Air Division Truax Field (WI), AFSC Wright Patterson Air Force Base OHO), HQ USAF, Washington (DC) and ISAF Washington (DC).

Bricken also observed the object make its breakaway movement to the southwest. There was no IFR traffic carried on the centerboards at the time. An American Airlines pilot passenger plane some 20 miles behind the Braniff Aircraft witnessed the lights and in response turned on his landing lights for ID. Telecom received this report from Mr. Agness, the Indianapolis Center watch supervisor. A report was prepared and sent to Truax Field (WI), AFSC Wright Patterson Air Force Base (OH), HQ Washington (DC) and OSAF. There was no formal conclusion in the file.

On this same day in Indiana, several witnesses reported seeing a football-shaped UFO over Indianapolis around 10:00 pm. The Air Force investigated these two sightings and could not come to a decision based on "insufficient data for evaluation." [mxcvii]

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Henry Ford II reports UFO: On April 16, 1968, Henry Ford II was traveling aboard the Ford Company Jetstar plane when they encountered a UFO near Austin Texas.

As the plane approached Austin, the pilots sighted a huge, round object flying directly overhead. Because of the size of the object, the Pilots first thought it might be an unusually large research balloon. They soon realized this large object was moving with them. Several minutes later they realized, the unknown UFO was not just moving with them, it was pacing the jet, matching its ground speed of 535 knots (616 miles an hour).

In his book: "Aliens from Space," Donald Keyhoe shared the comments of the senior pilot on the UFO:

1. “it looked twice the size of DC-8”;
2. “our guess was 500 to 600 feet in diameter”;
3. “there were no protrusions or windows.”;
4. “all the passengers saw it, but no one could identify it.”;
5. “it paced the Jetstar for at least one hour.”

Ford said: "he had asked the senior pilot to contact the Air Force so that they could send up an interceptor. But the pilot begged off, fearing AF ridicule."

“When the story broke reporters descended on the Pentagon and AF Headquarters. Caught in a serious dilemma, AF spokesmen tried to stall the story and conclusions of the encounter.” According to Keyhoe’s book: “The Ford company pilots had already knocked down the balloon answer." The Air Force had “no comment.[mxcviii]

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Chapter 26: Airplanes colliding with UFOs / UAPs

The US Military and civilian airline industry have been tracking UFO / UAP near-miss events since the 1950s. It was becoming such a problem during that time that the US Military called major commercial airline pilots together in special meetings to initiate a cohesive reporting of all UFOs and UAPs.

When I think of UFOs colliding with planes during flights, it brings chills to my senses. The military has many documented cases of UFOs / UAPs hit the front (nose), sides, and tops of passenger planes.

In other cases, our commercial pilots trying to avert disaster made radical moves to avoid the UFO striking the plane. In these cases, humans were injured.

In some cases, the UFO / UAP would play chicken and move toward our commercial planes to play tag. Their advanced ships can handle radical movements with no impact on the occupants. Yet our planes are less agile, and g-forces affect our pilots and passengers.

The visitor's superior handling ability of their ships makes them appear to be less serious if not dangerous to humans in ordinary flying machines flight. In the 195os, some pilots commented that UFO pilots seemed callous if not indignant, to humans sharing the same air space.

In the 1980s’ a Japanese Airlines Jumbo Jet over Alaska engaged three super large UFOs / UAPs. The Captain radioed nearby control towers, which in turn contacted the military. The Captain was concerned, the UFOs, being ten to twenty times larger than the 747, could harm his passengers and crew. He successfully navigated away from the large vessels and made official reports. This case was later reported by the FAA (John Callahan Chief) to the CIA,

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FBI, and President Ronald Reagan's scientific team. This case became one of the best-documented UFO / UAP cases in US History.

Collisions

I discuss the personal experiences about to point out when talking about collisions between objects, one or both objects suffer unintended consequences. This chapter is about such impacts between UFOs and planes.

The American public knows by experience every time we get into a car, we should drive defensively and buckle up to prepare for an unexpected collision. The American public has also been trained over the years to buckle up on passenger airliners for unintended air turbulence.

What the American public had never been told was the possibility of being hit by a UFO traveling at the speed of a missile. The consequences of a UFO flying 4,000 miles an hour broadsiding a 737 traveling at 500 mph is disastrous.

America was losing commercial planes and passengers during the 1950's and 1960's. The typical findings by the transportation safety boards were a mechanical failure or pilot error. This was true in most of the cases. The Truman Administration was so concerned with midair collisions that the President ordered early warning systems be developed for planes as they traveled through clouds.

Our government on several occasions stated quite clearly that "UFOs pose no threat to the security of the United States." The purpose of this statement was to calm the nerves of the American public about the possibility of visitors from other planets in UFOs causing havoc over U.S. Air Space. It's my belief, this message gave the American people a false sense of security as it was not entirely accurate.

When I think of what a threat to the National Security of the United States might be, I tend to think of the theft and destruction of intellectual information of advanced hardware and /or software that protects our country from foreign intruders. To me, National Security

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would also include the protection against property damage and bodily injury of our military personnel and the civilian population.

Such damage would include the theft and/or destruction of vital military installations, interference with rocket and missile tests as well as bodily injury (harm) to innocent civilians in commercial airliners.

What you are about to read are real events that have taken place where unidentified flying objects have performed reckless acts with our commercial and military planes.

Such actions on the part of these pilots in unidentified crafts have created the real possibility of catastrophic results for the destruction of military or commercial planes and their human cargo.

Statistics

In the 1950's the Civil Aeronautics Board (CAB) made it known most air collisions in U.S. Airspace were caused by heavy air traffic.

In the U.S. alone, the statistics revealed that up to three near-miss collisions occurred each day. This number jumped dramatically in 1969 to fifteen near miss collisions each day, when the FAA released new estimates revealing: "at least 5,640 times last year airplanes came hazardously close to mid-air collision over the United States."[mxcix]

Apart from the FAA, the United States Air Force was keeping track of aerial encounters between our planes and unidentified flying objects. By June 1, 1950, Captain Edward Ruppelt (USAF), with access to top-secret information, shared the Air Force was cognizant of 35 reported aerial encounters between airliners and UFOs over a three-month period from April through June 1950.

If these facts hold consistent over time, that would mean for 1950 there were 140 aerial encounters in 1950 and 1,680 in total from the years 1950 to 1960.[mc]

Aerial collision or near miss events with military or commercial planes include the close proximity of the impact between an aircraft and one of the following objects: 1) another plane; 2) a bird; 3) a balloon; 4) a meteor; 5) a rocket; or 6) a Drone.

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Public attitude toward midair collisions with UFOs began to shift when two scientists Dr. Clyde Tombaugh and Nathan Wagner stated the possibility that some near misses could be caused by “spaceships” that did not originate on earth.

Both Tombaugh and Wagner were brilliant scientists. Nathan Wagner was the missile flight chief of White Sands Providing Ground in New Mexico and Dr. Clyde Tombaugh, was an astronomer who discovered the famous outer rock we call "Pluto."

What made these statements most impressive was that both of these men had the experience of seeing a UFO for themselves.

Dr. Tombaugh’s UFO case was in 1949 and Mr. Wagner’s sighting in 1957. Here, we have two highly intelligent scientists, well known in their field, that had their own unusual encounter with UFOs and considered the fact that these objects could be a threat to man.

Other men who also voiced their concerns over midair collisions with UFOs were: Dr. James E. McDonald (Professor or Meteorology), retired Major Donald E. Keyhoe (USMC) and Dr. J. Allen Hynek (Astronomer) chief scientist to the U.S. Air Force on UFOs.

It was all these men and their organizations I consider thinking “Hero’s. Hero’s, are men and women that show courage and bravery in spite of what others may throw at them (debunking tactics). These men and women had the guts to come forward, face ridicule and embarrassment while pointing out to their colleagues and Congressional members of the United States that UFOs pose a serious and dangerous threat to military and civilian pilots and their passengers.

NICAP and its awareness of Air Collisions

The civilian research organization; The National Investigations Committee on Aerial Phenomena (NICAP); brought the knowledge of potential midair collision dangers to the American public. The national debunking program worked, the American people wanted to believe the government dogma that everything was fine and that UFOs show no signs of hostility.

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However, NICAP stuck to its guns and made the following statement on Monday, March 28, 1966:

1. “Dangers from official secrecy are increasing,”
2. "Several times, airline captains have had to maneuver violently to avoid collision with UFOs, resulting in passenger injuries."

NICAP went beyond the concerns of midair collision and added a new twist to the security of the United States: That is:

1. “UFOs could be mistaken for foreign bombers or missiles which could instigate an atomic war”;
2. "There is a growing risk or accidental war from mistaking UFO formations for a secret enemy attack."

Oh, and by the way NICAP was right, several imminent nuclear exchanges did get averted. The nuclear exchange was averted as the leaders of the U.S. and Russia discussed both countries had tracked UFO fleets coming towards each other’s shores.[mci]

The Risk of Nuclear Exchange

Our parent's generation, who worked hard each day to pay the bills, had no idea what was honestly going on. NICAP behind the scenes tried to get the message across to our elected leaders. President Kennedy had his own UFO sighting and finally became involved. We can say for a fact some UFO information did come out, but it was behind closed doors.

The facts of potential Nuclear exchange

NICAP’s leaders and their board of representatives knew the U.S. was at risk of a disaster from a potential atomic weapon

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exchange. Their mission was to get that information to those in a position of making significant decisions.

President John F. Kennedy in 1963 was so concerned of this reality that 10 days before his assassination he ordered NASA to work with Russia to exchange data on UFO fleets which could be misinterpreted on radar scopes as American or Russian bombers.

One year after President Kennedy's death, in 1964, NICAP took steps to inform U.S. congressional members of the UFO reality and potential dangers to the American public and our national security in a publication called: "UFO Evidence." The publication "UFO Evidence" was such a success congressman began to share their own concern over aerial safety to each other and NICAP. But nothing could be done, these visitors shot into our atmosphere and left earth at whatever speed they desired. On January 28, 1963, Congressman John F. Shelley (D. Calif.) said:

> **"I share the concern of my colleagues in Congress about the gravity of the UFO problem. . .my genuine desire to see positive action taken to lessen the danger caused by UFOs to air travel and our national security."** **[mcii]**

Many Americans have been clueless about the dangers of UFO visitation. When we wake up in the morning, we are concerned with what we know and what we see. We get breakfast, get in the car, go to work, go home, have dinner, listen to the news, read a good book, sleep and start over. Other than vacation, doing yard work, or spending time in worship or meditation, we rarely have time to slow down and think about whats out they’re beyond our world. We are just too busy with everyday life.

We have lived in a bubble of denial while utterly ignorant to the fact "we were being watched" from something or someone above our homes, cities and military installations.

Most U.S. newspapers did little to educate the public about the seriousness of the situation as the national debunking plan was now fully entrenched in society. Rather than being forthright on probing its

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reality, many newspapers of the day swallowed the government position that UFOs were nothing more than flying cups and saucers. Other newspapers and newscasters knew the truth but were sworn to secrecy. Even Walter Cronkite was known to have seen a UFO at a military installation only to be sworn to secrecy.

During the time period 1947 to 1980, only a few newspapers were an exception to this rule. The ‘Hartford Courant’, a local paper in Hartford, Connecticut, the ‘Washington Post’ and a number of regional papers were willing to engage the public on the UFO reality.

In my research, I was able to uncover, article after article on this very phenomenon. Wondering why the owners of many of the larger newspapers would assist the public understanding the truth behind UFOs, I soon learned they had their own sighting of a UFO.

However, in direct contrast to papers, like the ‘Hartford Courant’ and ‘Washington Post’, it would be the other major newspapers that stayed clear of the topic.

From the 1940s up through the present time, as a result of the national debunking campaign, and lack of media coverage, most Americans reading their papers have no understanding of the threat. Today the ‘Huffington Post’ carries articles on UFOs, but you would rarely see this in the ‘New York Times’ or ‘U.S. News and World Report’.

Hiding this information from the public seems to serve several agendas: First, one could say this is paramount to prevent worldwide public panic and Second, hiding such information saves the commercial airline industry as they are unable to solve UFO near miss incidents that are far outside their control.

Passengers today are oblivious to the fact that every time they buy a seat on a commercial plane they are unknowingly playing "Russian roulette with UFO pilots."

This chapter will spotlight UFO cases with commercial private passenger planes and military jets in harm's way. The facts emerging from these cases reflect a clear and present danger to pilots and passengers.

Near Collisions with UFOs

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A 200-foot-long Cigar ship buzzes C-47: On August 1, 1946, the pilot and crew of an Air Force C-47 transport plane over Tampa Florida was buzzed by a long, cylindrical craft, twice the size of a B-29. This UFO:

1. “had bright portholes”;
2. "had a rocket-like tail flame.";
3. “changed directions at high speed”;
4. “traveled 75 to 100 miles in 3 minutes”.

According to the research group, The National Investigations Committee on Aerial Phenomena (NICAP) this case was known as the Puckett case.[mciii]

Capt. Jack Puckett, at the time of his UFO sighting, was the Flying Safety Officer, Headquarters., Tactical Air Command, 300th Base Unit, Langley Field, Virginia. In his recollection of the case he stated:

1. "I was making a scheduled flight from Langley Field, Virginia [August 1, 1946] to MacDill Field, Tampa, Florida. At approximately 6:00 pm while flying a C-47 at 4,000 feet northeast of Tampa, I observed what I thought to be a shooting star to the southeast over the Atlantic Ocean. My copilot, Lt. Henry F. Glass and my engineer both observed this object at the same time.”;
2. "This object continued toward us on a collision course at our exact altitude. At about 1,000 yards it veered to cross our path.”;
3. “We observed a long, cylindrical shape approximately twice the size of a B- 29, with luminous portholes."
4. Captain Puckett stated: “The UFO seemed to be rocket-propelled.";
5. “The object trailed a stream of "fire" about one-half its own length and remained in sight 2 1/2 to 3 minutes.”[mciv]

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The description of this object is that of a cigar ship. Cigar ships are:

1. “very long (Upwards of several hundred feet in length)”;
2. “have no wings”;
3. without “manmade engines (motors) for propulsion.”

In comparison, the Boeing B-29 Superfortress was 99 feet long and had a wingspan of 141 feet. If the observer’s perspective on the size is correct, the cigar-shaped craft would have had to have been at least 200 feet in length.

Super Cruiser near miss with Disc: On July 7, 1947, around 10:00 pm, Mr. C.E., F.M, and E.W.P. were in a Super Cruiser when they had a near miss with a disc near the Kingsman airport.

The three men were preparing for landing when two bright lights approached from the east. The lights approached them at the same altitude about 600 feet from the direction of the north end of the Hualapai mountains. Mr. C.E. said that he blinked his landing lights twice to no notify the oncoming object that he was landing.

He blinked the lights twice again to signal them of this landing intentions. Both times he did this, he received no response. Being six hundred feet away, he banked his aircraft away from the lights to avoid a collision.

Mrs. F.M. said the two objects separated, and in a few moments joined together over Kingman and continued their westward flight. The luminous objects looked the same going away as they did on approach.[mcv]

100-foot-long cigar ship passes C-54: On August 4, 1947, around sunset Captain Jack Peck and his copilot Vince Daly of Al Jones flying service reported a “flying saucer” northwest of Bethel, Alaska. The pilots decided to follow the object, which was black and larger than the C-54.

According to the Air Force case file, the UFO was silhouetted against a brilliant evening sky. The object when first seen appeared to

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be stationary, and as they got closer, it began to move. It was about at the point the UFO reportedly came at the C-54. To avoid a possible collision, the Captain pulled the controls up to reach another 1200 feet to avoid impact. The object was so fast it crossed their path at a right angle to their plane.

Seeing that the object was then moving away from them at a very rapid rate and flying at an altitude between 500 to 1,000 feet, they swung in behind the large object. The men maintained an airspeed of 170 mph, but the object was out of sight in less than four minutes.

The two pilots confirmed the object was smooth-surfaced, streamlined and resembled a C-54 but had no motors or wings or any visible means of propulsion.

The Air Force concluded this case to be most likely an aircraft and stated they believed the pilots were unable to see any engines or wings as it was silhouetted against a brilliant evening sky. [mcvi]

The estimates of the object according to calculations would depend on distance. In one estimation the UFO could have been 500 feet long. If that were true, we had no aircraft in the skies at that time that was longer than 150 feet in length.

The description of this object is that of a cigar ship being long, without wings or motors. For comparison purposes, the Douglas C-54 was 94 feet long and had a wingspan of 117 feet. The cigar-shaped object would have had to have been at least 200 feet in length or longer.

American Airlines passenger plane collision avoided with 100-foot-long cigar ship: This next case comes to us from the book: ‘The Report of Unidentified Flying Objects’, by Edward J. Ruppelt. On May 29, 1950, at around 9:30 pm Captain Sperry and copilot William Gates of American Airlines were flying a passenger plane DC-6 over Mount Vernon Virginia when they encountered an unidentified flying object. The following was obtained in an Air Force file of the interview of the pilots with W.B. Klemperer and Al Chop of DAC Public Relations.

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“Captain Sperry related from memory, which is, still vivid, his experience of an encounter with a UFO on 29 May 1950. He was flying (in the left seat of the cockpit of) a DC-6. The airplane had left Washington Airport at about 9:10 pm and was steadily climbing towards a 20,000 level.

The weather was clear aloft, but the ground was covered by haze. There was a full moon about 25 degrees above the Horizon. He was headed 240 degrees for Nashville, Tenn.

At about 9:30 pm some seven miles west of Mt. Vernon (while Sperry was fishing for a map), the copilot, William Gates, suddenly shouted: "Watch it, watch it!" and drew his attention ", to a UFO ahead of them, growing rapidly bigger. It was a brilliant bluish light. To avoid a possible collision, they sharply banked and veered about 45 degrees off their course to the right while the object passed by on their left side slightly higher in the opposite direction from an 11 o'clock position to a 7 o'clock apparent position.” [mcvii]

“During this maneuver, the UFO happened to pass between the observers and the upper half of the moon, showing a dark silhouette of a slender hull remindful of a submarine, its length about half the moon's diameter, its height a fraction of that. The bright blue light appeared to be at the tail end."

"As the object had passed behind their wing the pilots banked the plane to the left and returned towards their old, course. Even so, the copilot discovered the object again through the right window "as though it had circled behind them and come up after them."

“He then banked to the right again for a better view, but the UFO streaked across towards the East behind them. Capt. Sperry saw it once more through the pilot's window to the rear as it went off into the distance towards the Atlantic. Two or three passengers also saw a light pass by, and one stewardess "saw something go by."

"Capt. Sperry reported the observations to the Washington tower by radio, but neither the tower personnel nor the Washington radar picked up anything significant to confirm the sighting. The press heard of the incident through the Washington tower". At his home in Tulsa, Oklahoma on the following morning reporters interrogated Captain Sperry.

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“He showed us newspaper clippings, which he has preserved in an album among personal photographs. He made no report to the Air Force but answered questions posed by a major who called him at Tulsa long distance from the Pentagon on 30 May.”

The interrogation notes also stated: “The possibility that the UFO seen by Captain Sperry and his copilot was a meteor was emphatically discounted by both. Capt. Sperry does not believe that the seemingly erratic apparent movement of the object could have been an illusion produced solely by the three veering maneuvers of their own aircraft.”

“The observation of the bright light being at what they called the rear of the oblong or cigar "shaped silhouette of "the object as it passed for a fleeting fraction of a second in front of the disk of the full moon seems hard to reconcile with the brilliant visibility of this, light during the earlier head-on approach phase, unless it is assumed that the luminous area was much larger than the cross-section of the body."

“As a follow up to this case Captain" Sperry learned that "Hank Myers, the pilot of President Truman's plane, was flying an AAL airplane on the same evening and observed a brilliant bluish object between "Nashville arid Knoxville at such a time that it could have been the same UFO."[mcviii]

According to Air Force Captain Edward J. Ruppel: “the pilot and the engineer looked out to see a bluish-white light closing in on them from dead ahead. The pilot racked the DC-6 up in a tight right turn while the UFO passed by on the left from eleven to seven o’clock and a little higher than the airliner. During this time the UFO passed between the full moon and the DC-6 and the crew could see the dark silhouette of a wingless B-29. Its length was about half the diameter of the full moon, and it had a blue flame shooting out the tail end.[mcix]

For comparison purposes the B-29 had a length of 99 feet, making this object about 100 feet in length.

Private plane avoids collision with three UFOs: On September 13, 1950, around 7:30-7:40 pm a private pilot flying at 8,000 feet about five miles from Effingham, Illinois reported seeing

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several UFOs. Colonel M.D. Willis and Major A.J. Boggs of the USAF debriefed the pilot of the encounter after landing. The Air Force files reveal: “The Pilot and passenger observed a set of three lights on a collision course with their private airplane.

1. “A sharp turn was made to the right after a slow closure.;
2. “The pilot flashed his landing light several times, after the turn, the pilot saw that there was plenty of clearance and made a climbing turn to the left to see what the object was.”
3. “At this time, the lights appeared as a dim rosy red arranged in a triangle.”
4. “Due to the dark night, nothing else could be seen. Once the lights disappeared the Captain then turned back on course to Terre Haute, Indiana landing there at 10:10 pm.”

The Air Force considered this sighting potential "aircraft."[mcx]

100-foot-long cigar ship and three UFOs pass Midcontinent Airlines passenger plane: This story has been confirmed by the pilots of a DC-3, an Air Force Intelligence officer on board the plane as well as Tower operators on the ground. The story was covered by both the U.S. Air Force, the ‘Sioux City Journal’ and Captain Edward Ruppelt’s book; “The Report of Unidentified Flying Objects."

On January 20, 1951, around 8:26 pm a Midcontinent Airlines DC-3 was taxiing for takeoff at Sioux City Iowa airport when the airport control tower operators reported seeing a bright bluish light in the west.

The tower operators believing the object was an airplane radioed Pilot Harry W. Vinther as he prepared the plane for takeoff, warning them to be careful.

Once given permission the DC-3 rolled down the runway and was airborne. The copilot was watching the object during takeoff.

Just then another plane was inbound and requesting instructions to land. The pilot and co-pilot (James F. Bachmeier) of the DC-3 took their eyes off the light for a few seconds, only when

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returning their eyes to the light, noticed it was now closer and now dead ahead.

According to Edward Ruppelt's book, it was then the object closed in and sped past "flashed by" their right wing.

"The object was so close both pilots thought that they would collide with it. When the object passed the DC3, the pilot saw more than light – they saw a huge object that looked by the fuselage of a B-29. Then the co-pilot recovering from shock, looked out his side window (to the right) to see if he could spot the UFO. There it was, flying in close formation with his DC-3."

"He then yelled to the pilot, who leaned over and looked just in time to see the UFO disappear. The pilot confirmed the object looked like a B-29 without wings – a cigar-shaped craft."

"The two witnesses reported no windows and no exhaust on this large cylindrical object. The pilot and co-pilot landed at Omaha and filed a full report with the Air Force."

"Adding interest to this story was the fact an Air Force Colonel in the Intelligence department was a passenger on the plane and witnessed the same bizarre object."

"According to USAF operation blue book investigator Captain Ruppelt, he inquired about this case and the official reaction he received was a "great big, deep belly laugh."

Captain Ruppelt kept investigating the case and came to the impression the Air Force was trying to blame the sighting on a B-36 that was in the area.

Ruppelt stated in his book: "I certainly didn't classify myself as an intelligence expert, but it didn't take an expert to see that a B-36, even piloted by an experienced idiot, could not do what the UFO had done – "buzz a DC-3 that was in an airport traffic pattern."[mcxi]

According to the Air Force report, the plane was flying at an altitude between 2,000 and 3,000 feet. The files indicated the tower operators using binoculars witnessed an object hovering at 2,000 feet, then all of a sudden, it accelerated up to 3,000 feet and performed a rapid descent to fly in loose formation with the DC-3. The Air Force report stated the large object disappeared under the DC-3.

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Another interesting fact about this object was it appeared to, at times, have running lights. However, the striking feature was rather than blinking on and off in a normal automatic fashion, they came on an off as if "manually controlled."

The object made a sudden short turn of 90 degrees and descended toward the plane at a high-speed crossing in front and above the DC-3. Then the UFO took up a position off the left side of the aircraft at 200 feet flying in a loose formation.

The witnesses stated this object was 1 to 1 ½ times the length of a B-29. They also reported the object appeared, and the wing was long and slender but placed well forward and straight across.

The wing appeared to be stretching from the middle to high on the fuselage, which is opposite to configuration on a B-29. The witnesses reported the wings appeared to be like a "glider wing." Witnesses stated, no engines were visible, and no rudders or stabilizers looked on the fuselage like a normal B-29.

The report further stated the object was under “perfect control” at all times and was able to maneuver with great ease.

Closing out their report on the case, the Air Force concluded the object must have been an aircraft- specifically a B-36. [mcxii]

The local newspaper stated the unknown aerial object had "no visible means of propulsion." This lack of propulsion feature was in direct contrast to any large B-36 or B-29.

The only problem with a B-36 being the object was the fact this U.S. bomber had six engines with propellers at the back and had a rear tail and stabilizers. The B-29 had its engines on the propellers on the front of the plane and had a large real tail section with stabilizers. The description of the cigar ship does not fit the description of the B-36 or B-29.

UFO averts a collision with TWA Passenger Plane: This case comes to us from the ‘Morning Avalanche’. On August 18, 1952, around 2:32 am while heading from New York to Paris, Captain Walter W. Hawkins reported an "extraterrestrial object" flew head-on just in front of his airliner while he was 115 miles east of Gander, Newfoundland.

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He said the swiftly moving object was “too bright to be a star” and was nothing like any of the thousands of meteors he had seen. “The Captain estimated the disc was traveling at 700 miles an hour and had a color of white with a faint reddish tint.” “While at 15,000 feet he noticed a bright light right in front of his passenger plane at exactly the same altitude.”

According to Hawkins: “We flashed our nose light, but there was no answering signal. “It kept growing, then, without appearing to accelerate, it veered to the left and traveled in a horizontal arc of about 45 degrees. It remained constant, in brilliance, then just quit.”

> **“The pilot said the object did not fade out but was “just like an electric light being turned off.” Captain Hawkins said: “I am convinced the object was not a plane. And it was not like any of the thousands of meteors I have seen. ‘It had no tail and traveled horizontally – making two reasons why it wasn’t a meteor”.**

He confirmed another TWA flight from Frankfurt to Gander also spotted the object on their Radar screen. [mcxiii]

25-Foot-Long UFO averts a collision with Plane: On September 13, 1952, a former Captain in the Air Force now working for a private company had a near miss with a UFO around 7:40 pm over Allentown, Pennsylvania.

In his letter to the Air Force, he offered the following: "I was flying alone at 10,000 feet heading from Allentown, Pennsylvania to Caldwell-Wright Omni Station in a Beechcraft Bonanza. Visibility at that altitude was about 12 miles.”

There were no clouds. "I was approximately 15 to 20 miles NE of Allentown when suddenly a bright object which appeared to be shaped like a fat football and three feet in diameter, flaming orange-red in color, appeared at a distance of 150 to 200 yards ahead of me at eleven o’clock high.”

The UFO: “was descending at about a 30 angle. My first, impression was that it was a "falling star" and that I was on a collision

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course with it. I immediately pulled up into a steep climb to avoid hitting it; but the object, instead of continuing on its downward-course, very suddenly pulled up into about a 65 climb and went, directly over my windshield."

"I quickly made a 180 to the right but could no longer see the ball of fire. If the object was at that distance and was of the size that it appeared to me to be, I would estimate it was traveling, at better than 700 miles an hour. If what I saw was actually a physical object, the rapidity with which it altered its course was astonishing."

The Air Force concluded the cause of the sighting was an "Unknown" object. The Air Force reviewer of the case stated: "the description gave the impression of a meteor; however, the objects change of direction upward is inconsistent with this theory."[mcxiv]

The estimation of "3 feet in diameter" was the size of the object being measured at arm's length from a distance of 150 to 200 yards. It could not be determined from the file which observer or investigator believed the object was larger than the 27-foot long Beechcraft Bonanza plane.

Two UFOs approach B-25 bombers: On February 20, 1952, around 11:30 pm several bombers had a UFO encounter over Stockton California. The Air Force records for this UFO case were slightly confusing as the information from two separate events were comingled while parts of the story missing.

In one plane we had Captain Richard Montgomery, and Captain John Watkins who were practicing radar bomb runs in a B-25 off Pittsburg, California and in the second B-25 bomber we had Captain Cattron and Major Riordan, the co-pilot.

In the case of Captain Montgomery and Watkins, the plane and crew were coming in for a bombing run at Pittsburg, CA around 8,000 feet when preparing to make a turn they witnessed a UFO at the same altitude.

In the case of Captain Cattron and Riordan, the plane and crew were 5 miles west of Stockton, California flying at 9,000 feet when they witnessed a UFO rushing toward their craft-head on.

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The pilots, in this case, believed the object was a plane with one (1) landing light on or with a bright light displayed on the nose of the craft. According to them, the shape was undeterminable as the brightness of the light reminded them like a locomotive train lights coming head on. From a distance of 15 to 20 miles, the "lighted" (object) appeared to be fifteen inches in diameter.

This object first appeared to be between Stockton and Sacramento, California. As the UFO approached the aircraft, it appeared to become larger, brighter and more yellow in color. When object passed in front of the observing aircraft, the pilot stated: "it was definitely not another aircraft."

The object first rushed toward the bomber on a collision course from a northerly direction. At this time observing aircraft was at an altitude of nine thousand (9,000) feet over Mt. Diablo, California.

The unidentified object continued on a collision course for approximately eight (8) minutes during which time it climbed from nine thousand (9,000) feet to approximately eleven thousand (11,000) feet. At this point, it seemed to pick up speed, veer off in an easterly direction and was lost from sight as the observing aircraft made a turn toward Sacramento California. The object was not seen again as observing aircraft left the area after a simulated bomb run on Mather Air Force Base.

The Air Force files reveal, the weather in the area at the time was twelve (12) degrees centigrade and visibility unlimited with some broken stratus at eight thousand (8,000) feet. Both observers were "rated pilots" with a good amount of flying experience. The evaluation of this report is twofold as another aircraft also reported the sighting of this object. A Teletype in the Air Force files revealed that after contacting five other Air Force Bases, no balloons or planes from their airfields could account for the object sighted. In addition, statements and description of the sighting of the crew of the 2nd aircraft were forwarded as a classified document number GTL3-52. [mcxv]

On February 20, 1952, or 1953 several air force pilots reported seeing an object "definitely not an aircraft" approaching their planes over Pittsburg and Stockton California. The entire case files are

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missing on these two incidents. However, the Project 10073 Record card records the following: "Regarding the B-25 the Air Force pilots were in practice bombing runs and sighted what they thought was a plane with landing light. The object appeared large, bright yellow in color and definitely "not similar to an aircraft.""

Regarding the second Air Force plane over Stockton, the bright light approached their aircraft from a northern direction on a collision course appearing dimmer as it came nearer. The object then turned east and accelerated rapidly to a high altitude climbing at an angle of 30 degrees. The Air Force files indicate all observers had considerable flying experience. The pilots confirmed in there debrief that these objects were not a planet or Astro body. The Air Force concluded both of these two sightings as "unknown."[mcxvi]

The North American B-25 Mitchell bomber was first introduced in 1941 and retired in 1979. The plane was 52 feet long and had a wingspan of 67 feet.

Disc approaches F-51: This next case comes to us from the 'Tucson Daily Citizen'. This event happened in Georgia in 1951 (exact date unknown). According to First Lt. George Kinman a veteran of seven years of service shared his story with Press Aviation editor Charles Tracy of 'Scripps-Howard' newspaper.

1. "I was cruising at about 350 miles per hour. All of a sudden, I noticed something ahead closing in on me head on. Before I could take evasive action before I even thought of it, in fact- this thing dipped abruptly and passed underneath, just missing my propeller."
2. "The thing was definitely of disc shape…white….pretty thick….it looked like an oval….it was about twice as big as my plane…..it had no visible protrusions like motors, guns, windows, smoke or fire."
3. "Kinman immediately turned around but couldn't see anything."

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4. “Within 15 seconds, he estimated, the disc came directly at him again and once more dipped suddenly at the last possible moment to avoid a collision. This happened repeatedly, he said, for from five to 10 minutes.”
5. “According to reporter Tracy, Kinman tried to put his plane in position to use the cameras in his fuselage, adjusted to shoot the ground while in level flight. He was not successful, and his films, when developed showed nothing.”

Furthermore, it was said, the pilot's own story is in the top-secret files in Washington.[mcxvii]

Disc narrowly misses F-84 Thunderjet: This next case comes to us from the ‘Tucson Daily Citizen’. On March 29, 1952, at 11:20 am Lt. David C. Brigham encountered a flying disc over Japan. During a routine flight on a cloudless day, Brigham observed a disc from about 30 to 50 feet for 10 seconds. The pilot described the object as polished chromium with no projections and no exhaust or vapor trails.

“Brigham said the disc caught up with an F-84 Thunderjet, hovered a few moments and then shot out of sight. Brigham was flying a prop driven reconnaissance craft at 6,000 feet when an F-84 Thunderjet drew alongside."

“Brigham reportedly witnesses a disc to the right and just behind the Thunderjet. He said it appeared to be traveling 30 to 40 miles an hour faster than the F-84, which was traveling at 150-160 miles an hour.”

"It closed rapidly, and just before it would have flown into his fuselage, it decelerated to his airspeed almost instantaneously," Brigham said in his report to intelligence officers. In doing so, it flipped up on its edge at approximately a 90-degree bank. Then it fluttered with 20 feet of his fuselage for perhaps two or three seconds, pulled away and around his starboard (right) wing, appearing to flip once as it hit the slipstream behind his wing tip fuel tank.”

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> **"Then it passed him, crossed in front of him and pulled up abruptly, appearing to accelerate, and then out of sight in a steep, almost vertical climb. The characteristics of this disc were considered highly unusual in that it showed a slow fluttering motion. It rocked back and forth at 40-degree banks at one-second intervals."**

He shared: “When it pulled away it did so more sharply than a plane could have done.” “It’s maneuvering throughout was always clear and precise.”[mcxviii]

Central Airlines pilot avoids collision with UFO: On December 27, 1952, around 11:09 pm over Borger Texas the Captain of a Central Airlines DC-3 passenger airliner observed an unusual aerial phenomenon.

A mystery object appeared at the same altitude as the DC-3 passenger plane traveling east to west between Borger and Amarillo. Three CAA ground and radar observers at Kirtland Air Force Base, Albuquerque New Mexico also witnessed the object.

According to the Air Force file, the observer said the object when first seen was moving slowly. When the Captain realized the UFO was at his altitude of 500 feet and on a converging course, he took evasive action to avoid a possible collision.

The Captain stated there was no visible trail until it started accelerating at which point a bright light then trailed behind it taking on the appearance of a raindrop. As the object disappeared, the light appeared to dim like someone turning down a rheostat rapidly.

He also said he had no explanation what so ever but was amazed the CAA radar control tower operators sighted the same object at exactly the same minutes.

The distance between the two locations was used to calculate an estimated speed of the object at 3,000 miles per hour. The Flight control tower operations stated the object appeared round in shape and was a very bright white light. The UFO had no protrusions. The Captain then radioed to Kirtland Air Force Base, which confirmed no jets were in the air at the time.[mcxix]

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150-foot-long UFO on a collision course with American Airlines Passenger Plane: This next case comes to us from several sources; ‘The Evening Sun’ and ‘Flying Saucer Conspiracy” by Major Donald E. Keyhoe and “Flying Saucers - Serious Business," Frank Edwards.

On October 19, 1953, around midnight American Airline passenger flight No. 211 from Philadelphia to Washington averted disaster with a mystery object over the Conowingo Dam near the Susquehanna River. The Evening Sun shared with us the following facts:

1. “while traveling at 5,800 feet, Pilot John L. Kidd spotted what he thought was a plane approaching on a head-on collision course.";
2. To avoid disaster, “Captain Kidd, dipped the nose of the DC-6 in a sudden maneuver to avoid impact.”;
3. The object reportedly “did not have blinking running lights as it moved toward the DC-6.”;
4. The pilot was “unable to identify the craft.”;
5. According to the papers “no casualties were reported from the planes sudden maneuver.”[mcxx]

Writer and researcher Frank Edwards in his book: "Flying Saucers - Serious Business," shared the four-engine DC-6 neared the Conowingo Dam on the Susquehanna River.

“Off to the right some thirty miles was Baltimore. It was then Captain J. L. Kidd witnessed a shining object gleaming through the reflected moonlight as it slipped in and out of thin wisps of clouds. The object did not look like a plane, did not act like a plane and carried no running lights.”

“Captain Kidd cut back his airspeed and observed the object just hanging there motionless in the moonlight. The DC-6 kept moving ahead toward the object. It was then Captain Kidd ordered his copilot:

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"Give him the landing lights!"… Both landing lights reached out toward the unidentified object. In response, the hovering mystery object shot out its own blinding white beam of light toward the passenger plane.

Captain Kidd then realized the object was now streaking toward his passenger plane."

"Understanding he had no time to warn the passenger's, he could only react. To avert an air collision, Captain Kidd jammed his wheel forward and began a steep dive. The passengers having taken off their seat belts earlier were caught off guard and were now floating in mid-air."

"At five thousand feet, the Captain pulled back the wheel to bring the plane out of the steep dive while passengers fell into the aisles sustaining minor injuries. Captain Kidd radioed Washington National Airport to report the near collision."

"The CAA airport controllers insisted no known air traffic was supposed to be in his vicinity. According to Edwards, the 'Washington Post' carried the near miss event story in one edition and had shared an ambulance would be on hand to transport any patients to the hospital."

According to another source Captain Kidd stated one of the objects was about 150 feet in diameter. This was reported in "Flying Saucer Conspiracy," Major Donald E. Keyhoe, Holt Publishing New York, 1955, page 60-61.[mcxxi]

For comparison purposes, the Douglas DC-6 was approximately 106 feet long. This object was stated to be larger than the passenger plane.

This case is interesting in that it received very little coverage, one would almost call it "news censorship." Edwards confirmed the Civil Aeronautics Board (CAB) confirmed the incident happened but would not elaborate on the specifics of the case.

UFO on a collision course with United Airlines Passenger Plane: On April 14, 1954, just before midnight United Airlines flight 193, carrying passengers over Long Beach California, received a

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shock when an unidentified flying object appeared out of nowhere narrowly missing the plane. Frank Edwards tells us:

1. “Captain J.M. Schidel was flying the passenger plane when he noticed an oncoming object had "no running lights" like a normally equipped aircraft. To his right, Captain Schidel noticed the object flashed a "red" light. Schidel was under the impression a head-on collision was imminent.”
2. “To avoid a collision, the Captain yanked his steering wheel, and the airliner swung upward into a steep climbing turn.”
3. This quick reaction to save his passengers resulted in a stewardess being flung into the air, and another person being thrown into the aisle. This maneuver caused no fatalities, but several passengers received bruises, and one suffered a broken left leg.”

The official C.A.B. report confirmed the plane encountered a near-miss with an unidentified craft at 5,000 feet in the clear skies over long beach.[mcxxii]

Disc has near collision with Pan American Passenger Plane 23 Injured on board while executing evasive maneuvers: On March 9, 1957, around 4:30 am 347 miles nautical miles southwest of Bermuda a Pan American World Airways Flight 257, DC-6A passenger plane under the Command of Captain Matthew A. Van Winkle encountered a near miss with a bright "lighted" object. The Air Force file on this case was quite extensive conducting interviews of witnesses as well as newspaper articles of the encounter.

The plane carrying 45 passengers and an infant on board was heading to San Juan Puerto Rico at an altitude of 19,000 feet. Suddenly the captain and crew observed a dim orange glowing object rapidly approaching their plane in a right-angle collision course. This orange colored object bore a brilliant greenish whitetail.

With seconds remaining to avoid a mid-air disaster, Captain Winkle executed a left turn, climbing upward. According to the

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Captain, a forced pull up on the controls was needed to overpower the automatic pilot. This necessary reaction caused the aircraft to react violently and gain 1500 feet of altitude in a few seconds. The Captain then corrected the plane's course executing an abrupt leveling off procedure to prevent stalling.

While this manual effort to avoid a collision was taking place, the Captain and crew lost sight of the orange object.

The evasive action taken by the crew to save the plane and passengers from disaster resulted in the 23 injuries. One article from United Press out of San Juan reported four people required hospitalization for shock and injuries.

Pilot witnesses from a second and third plane confirmed the incident. In fact, two other airliners with their Captains and crews approximately 175 miles away confirmed seeing the object, which ruled out the UFO as being another aircraft or missile.

The Air Force concluded the object was “astronomical” suggesting meteors where the cause of the potential collision. There were several witnesses to account for the sighting including military officers with the H&S Battalion Paris Island Marine Base in South Carolina. One witness from the ground, a Captain in the Air Force while entering Shaw Air Force Base witnessed a similar phenomenon around 1:45 am. He said the object appeared to be 6 to 8 feet in diameter and emitted no noise.

Another group of witnesses, Southern Railway engineers came forth stating they saw the object heading on a straight and level path at 8-10,000 feet. They described the UFO as being round in shape, the size of a grapefruit held at arms-length, glowing yellow in color and moving at the speed of a jet. They acknowledged the object was silent and stated it was not a jet and did not appear to be a comet or meteor.

The US Air Force compiled a report and sent a Teletype message to the Commanders at ADC Ent Air Force Base (CO), 25th ADIV Dobbins Air Force Base (GA), EADF Stewart Air Force Base (NY), ATIC Wright Patterson Air Force Base (OH) and the Director of Intelligence HQ Washington (DC).[mcxxiii]

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According to researcher Frank Edwards, “once Captain Winkle executed his pull up maneuver, passengers and suit-cases mingled in mid-air. The passengers injured during the ordeal were met with ambulances at San Juan airport.” [mcxxiv]

According to another news article, “A Pan American spokesman in New York said the pilot said he saw an object with a very bright bore and a fringe of green. The Armed forces incident report stated there were no jet planes in the area, and the pilots of at least "seven" other aircraft saw the mysterious object. A spokesman at Patrick Air Force Base in Florida said the object was no missile from our range. The San Juan-New York air route is far from the regular guided missile range. Van Winkle said his first impression when he sighted the object was that it was a jet plane, but when he got closer, he said he noticed it was not shaped like any know jet plane. Upon landing three passengers and a stewardess required hospitalization.”

The fact that witnesses stated the object "hung motionless" for a few seconds would indicate this flying orange object was not a meteor. Meteors are known to continue on a downward path towards the earth and never stop in midair. Furthermore, the record shows and all witnesses' state this object was not traveling on a downward trajectory. In fact, all the witnesses were adamant the object was flying on a straight and level flight path. So, if this was not a meteor then what was it?[mcxxv]

Three UFOs miss USAF C-45: On March 27, 1957, around 8:35 pm USAF pilot Lt. Sontheimer and crew in a C-45 found themselves on a collision course with three brilliant, white “lighted” circular objects near Roswell Air Force Base, New Mexico.

Lt. Sontheimer first observed three lights flying in a tight formation approximately 10 miles out. He then saw the three objects change formation. Lt. Sontheimer immediately flashed his plane’s “taxi” light to warn the rapidly approaching objects that his place was in danger of midair collision.

The objects moved so quickly that at this point one of the lighted objects shot straight over the C-45. The remaining two lit

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objects suddenly “blacked themselves out” thereby disappearing from sight. “It was as if, the other two objects somehow switched off their internal and external lights.”

The Air Force classified this case as a possible aircraft. However, we know this conclusion was fraught with trouble in that we had three objects not one on a collision course with a military jet. Furthermore, in this case, the objects are clearly not human-built aircraft as CAA (now FAA) regulation required planes to maintain running lights at all times.[mcxxvi]

The phenomenon of UFOs "turning off their lights" is a procedure commonly reported by U.S. pilots when such objects approach our planes. As mentioned earlier in the book, it is almost as if the pilots of the UFOs enjoy playing "cat and mouse" or "hide and seek" games with human pilots. In the hide and seek scenario it appears the UFO pilots take on the role that "hides" while tempting our commercial and military pilots to play the role as "seeker."

In each case we read with this same scenario, the UFO attempts to hide from the witness by turning off its craft lights when commercial or military planes come near their location. Once our military jets or commercial planes depart the area, the UFO "turns back on their lights." For over a 20-year period, the Project Blue Book files and newspaper articles reveal hundreds of cases where these-hide and seek games have repeatedly themselves whether we are dealing with military and civilian ground observers or pilots and their crews.

Frontier Airline passenger plane hit by UFO over Arizona: On April 21, 1957, at Phoenix, Arizona. A letter was written to James H. Douglas, Secretary of the Air Force, requesting the government be swift with the "American Public's right to know what is happening" regarding damage caused to a Frontier Airlines Plane.

It was thought a missile had taken part of the plane’s wing in an airborne accident. Brigadier General Arno H. Luehman (USAF) returned a letter stating: "There is no evidence of any Air Force involvement in the Frontier Airlines incident on 21 April. No missiles were fired that day. Obviously, speculation that a stray missile was

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involved is inaccurate." The Air Force stated this was an unreliable report.[mcxxvii]

What was the truth? Was a missile fired and covered up or was it nonsense?

American Airlines Passengers injured near miss with 100-foot diameter flying disc over Texas: On July 17, 1957, around 3:30 am a DC-6 American Airlines passenger plane (flight number 655), had a near collision with an unidentified flying object. Several passengers were injured when Captain Ted Bachner in his DC-6 made a sudden maneuver to avoid a disaster. The Captain deviated from plan to make an emergency landing at El Paso International Airport. Two passengers were taken to the local hospital for observation.

The interrogation of the Captain in the case reveals the following facts: The passenger plane was at 14,000 feet and bound for Los Angeles when the incident took place near Salt Flat, Texas. The DC-6 was one hour out of Dallas when Bachner spotted the object about 10 miles out. The UFO was heading east and rapid speed. Captain Bachner described his experience as follows:

1. “I tried to give it room, but it just kept coming at me”;
2. “I veered a little to my right to give it plenty of room.”;
3. "Suddenly it swerved to its left-right onto a collision course.";
4. "When I saw it wasn't going to miss us," "I dumped (dropped) my ship 200 feet in a right turn.";
5. “It whipped only 50 feet over our heads.”;
6. "It sure looked big up there.";
7. “It as a “big jet, like a B-47 or larger”.

The CAA and Air Force immediately checked flight plans and found nothing was in the area at the time.[mcxxviii]

For reference purposes, the B-47 was 107 feet long with a wingspan of nearly 119 feet. The unidentified flying object was said to be approximately the same size, about 100 feet in diameter!

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The Air Force file contains a statement that on Thursday another UFO incident took place with American Airlines Flight no 655. In a letter to Brig. Gen Harold E Watson (ATIC), Roy Keeley, Director of Office of Flight Operation and Airworthiness, an internal memo stated the Investigation of this incident definitely established the fact that the unidentified flying object was an American Airlines Flight No 966.

Flight 966 departed from El Paso en route to Dallas, when several persons were injured when a pilot suddenly swerved his airliner to avert what he described as the "green lights" of a flying object near El Paso, Texas.[mcxxix]

TWA passenger plane has near miss with UFO passengers injured: On July 22, 1957, at 10:00 pm TWA airliner Flight No. 21 carrying 34 passengers averted disaster with a UFO near Amarillo Texas. Several passengers were injured when Captain G.W. Schemel took evasive action by forcing the plane in a dive.

The Constellation airplane was traveling at the 18,000 feet altitude when Captain Schemel spotted a green light and red light bearing down on his plane. Schemel told interested parties said he couldn’t describe the unknown aerial object as he was too busy trying to avoid it.

He reported: "It was dark and there was no moon. As he lowered the plane, the object went over our head, and that's all there was too it.", “I have no idea what the object was."

As a result of the plunge, one passenger suffered head cuts and a bruised back when thrown to the floor caused by the sudden maneuver. The hostess sustained minor injuries when struck by a falling passenger suitcase. It was reported one of the passengers was left behind at Amarillo for emergency treatment and further observation after the plane made a scheduled emergency landing.

The ‘APRO Bulletin’ pointed out in talking with other pilots about a recent aerial encounter that there is danger in the skies when UFOs do not conform to standard flight plans. One fellow wondered how many mysterious air disasters are blamed on metal fatigue, etc., when the actual cause may be a UAO. Another pilot said:

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"Apparently these darn things don't care whether they hit anything or not."[mcxxx]

According to another publication, the 'Flying Saucer Review' a few more facts became known in this case. Captain G. M. Schemel stated: "It was dark outside, and there was no moon. All we saw was a red light and a green light bearing down on us".

The pilot dropped his four-engine Constellation around 500 feet to avoid hitting the mysterious object.[mcxxxi]

The Air Force files reflect the CAA was investigating two separate incidents in which airline pilots were forced to take sudden evasive action to avoid collisions with mysterious flying objects over west Texas. The report also stated an elderly Massachusetts woman and a stewardess suffered minor injuries when the pilot of the TWA airlines nose-dived his plane 500 feet to avert a flying object. The pilot landed the aircraft at Amarillo for inspection and treatment of the injured. The pilot reported that he sighted the lights of the UFO at 18,000 feet and there was no time to warn the 34 passengers before he dived the airliner to avoid disaster.

The Air Force concluded this case involved an apparent "aircraft off course." In a letter to Brig. Gen Harold E Watson (ATIC), Roy Keeley, Director of Office of Flight Operation and Airworthiness, an internal memo stated the true identity of the aircraft was never determined, however, it is assumed that is was a KC-97 aircraft that was operating in the area at the time of the incident.[mcxxxii]

500-foot-long UFO on a collision course with B-52 Bomber: On January 18, 1960, a B-52 with a four-member crew picked up an object on two separate radarscopes that revealed a speed of 10-14,000 knots.

The radarscopes displayed the large object that was on a collision course with the bomber at 38,000 feet. Suddenly the object passed the bomber, and the crew continued to monitor the UFO several times on radar. According to the Air Force files, the object;

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1. gave off a radar signature the size of three B-52's!;
2. was 100 feet longer than a football field or half the length of a Nimitz class aircraft carrier.

A very unusual fact was revealed from the radarscope: the object approached the bomber "broadside" versus normal head to the stern flight path. As it passed the bomber the tail gunner picked up the object and that it disappeared almost immediately on a heading of 240 degrees.

Three observers witnessed the object on the front ASB-4 radar and repeater scope as well as the MD-9 radarscope. The Air Force ruled out meteorological inversions as well as other aircraft as these were not picked up by ground radar.

A Teletype was sent to ADC Ent Air Force Base (CO), Central Air Defense Force (HQ) Richards-Gebaur Air Force Base (MO), ATIC Wright Patterson Air Force Base (OH), HQ USAFS (AFCIN) (DC) and Secretary of the Air Force (SAFIC) (DC). The Air Force later concluded this radar sighting of a large object was caused by some "anomalous propagation."[mcxxxiii]

For comparison purposes, a B-52 has a total length of 159 feet while its wingspan is 185 feet. If the object were three times the size of a B-52, it would be 477 feet long. If the size ratio of this unidentified flying object were accurate, it would be half the size of the 900-foot-long U.S.S. Nimitz aircraft carrier.

UFO on a collision course with passenger plane: On July 4, 1961, around 10:15 pm Ernie Stadvec, a former World II bomber pilot, reported that he was flying with two other men over the northwest section of Akron Ohio when they found themselves on a collision course with a brilliant greenish object.

According to Stadvec, the brilliant greenish unidentified flying object rushed toward his plane then stopped, made a violent turn to the northwest, stopped again, and finally shot upward and disappeared. After this event, he went home confused not knowing what caused the incident.

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The very next night (5th) he was on the same flight route. This time the object came straight down then went off to the north-northwest, but whatever it was, did not repeat the same erratic movements as the night before. In the local papers Stadvec reveals:

> **“I was flying with two other Akron men at about 5,000 feet, at about one ‘clock, we spotted this brilliant green and white light suspended in the air off to our right. “**

Suddenly whatever it was dived toward us, and I thought it was going to hit us. But it stopped just as suddenly, made a 180-degree turn and climbed out of our vision into a haze layer." According to the military files, Major Robert Friend, who was chief of the UFO investigation at Wright Patterson Field in Dayton, said that he believed what Stadvec saw atmospheric refraction of the star Capella, a star of the first magnitude.

Conversely in a statement to the U.F.O. Research Committee, a private Investigation group in Akron, Stadvec disagreed sharply with Major Friend's explanation of the sightings.

Said Stadvec; "Friend's supposition that myself and two other pilots on the first night and one other on the second night and one a refraction of a star, was strictly a "grabbing for straws" deal. I have been flying since 1942, and over the year, I have seen many falling stars and other phenomena associated with atmospheric conditions.”

1. “What we saw was not an astronomical or meteorological phenomenon”;
2. “The object (on the first night) dived at us on a collision course”;
3. “to the extent that I actually called out to all passengers”;
4. “that the thing was going to ram us”;
5. “I have never seen a star climb”; and
6. “maneuver and I doubt that anyone else has either.”

The files, in this case, reveal the Air Force concluded the cause of this sighting was a result of seeing the astronomical star

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"Capella."[mcxxxiv]

If one was to believe in the official conclusion of this event, I am not sure how a star located several million / billion miles in the distance from earth could pass at a plane out of Akron, do you? To do this, the star would have to descend through earth atmosphere, stop in its tracks, move laterally near a plane and rapidly ascend to the heavens.

This case is another example of where the object in this encounter should have been “unidentified” or at the very least "insufficient data for evaluation." This was no star constellation.

U.S. Army Helicopter has near collision with UFO: On October 18, 1973, around 11:05 pm a near miss occurred with a UFO and Army Helicopter between Columbus and Cleveland Ohio (near Mansfield).

Around 11:05 pm an Army Reserve helicopter encountered an unidentified craft with a dome that beamed a green light into the cockpit. The Army helicopter was returning from Columbus to Cleveland, Ohio. Just southeast of Mansfield Airport, Ohio while flying at an altitude of 2500 feet Pilot Yanacsek observed a red light on the east horizon, 90 degrees to the flight path of the helicopter.

Approximately 30 seconds later, SSG Yanacsek indicated the object was converging on the helicopter at the same altitude at an airspeed in excess of 600 knots and on a midair collision heading. Captain Coyne observed the converging object, took over the controls of the aircraft and initiated a power descent from 2500 feet to 1700 feet to avoid impact with the object. [mcxxxv]

A radio call was initiated to Mansfield Tower who acknowledged the helicopter and was asked by Capt. Coyne if there were any high-performance aircraft flying in the vicinity of Mansfield Airport, however, there was no response received from the tower.

The crew expected an impact from the object; instead, the UFO was observed to hesitate momentarily over the helicopter and then slowly continued on a westerly course accelerating at a high rate of speed. Then west of Mansfield Airport it executed a 45-degree turn and headed to the Northwest.

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Captain Coyne indicated the altimeter read a 100 fpm (feet per minute) climb and read 3500 feet in the full down position. The aircraft then returned to 2500 feet by Capt. Coyne and flown back to Cleveland, Ohio.

The flight plan was closed, and the FAA Flight Service Station notified of the incident. The radio returned to normal 10 minutes after the incident, having gone completely dead on both UHF and VHF frequencies just after Coyne had established contact with Mansfield control tower.

Several witnesses on the ground reported seeing the helicopter as well as an object "like a blimp" and "as big as a school bus" hovering above the helicopter. When the UFOs green light appeared ground observers reported it was like: "rays coming down and the helicopter, the trees, the road and everything turned green. Captain Coyne shared:

"from a speed of 600 mph, it abruptly slowed down to our exact speed of 100 mph and hovered above us".

Co-pilot Jezzi shared:

"the object was cigar-shaped, metallic grey, with a dome on top."

Staff Sergeant Healey reported: "It was about 60 feet long, without any portholes or intake openings that we could see. At first, it was just showing a red light in the nose. Then a green spotlight at the back swept around and shone into our cabin". According to the FAA, Cleveland Hopkins Airport Radar confirmed a UFO was in the vicinity of the Helicopter.[mcxxxvi]

True dogfights between military and UFOs

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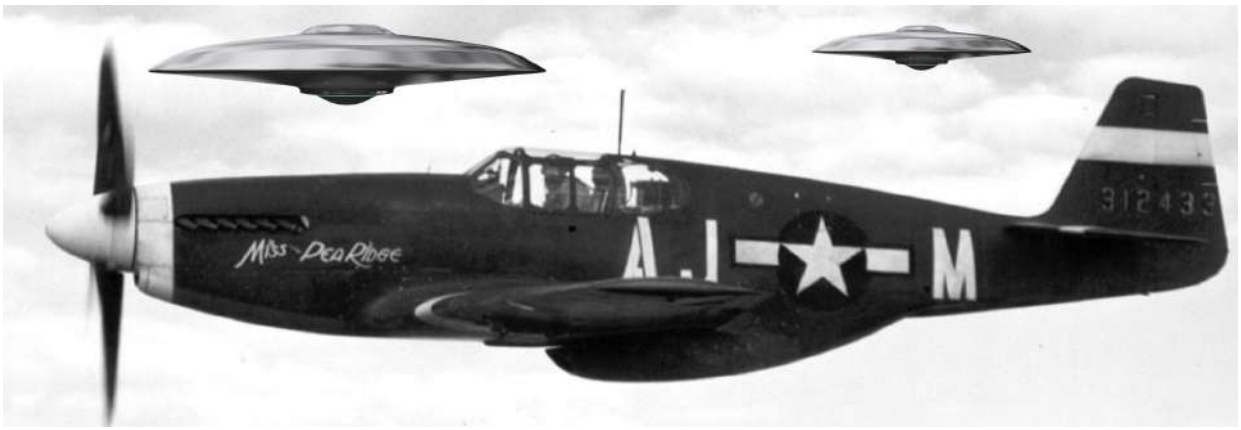

Figure 40 - P-51 "Mustang", [mcxxxvii]

Lt George F. Gorman, National Guard - North Dakota encounters UFO: On October 1, 1948, Lt George F. Gorman, a well-known pilot in the National Guard had a dogfight over Fargo, North Dakota. Lt. Gorman had been flying an F-51 Mustang with his squadron on a cross-country flight.

When the squadron returned to Hector Airport around 2030 hours (8:30 pm), Lt. Gorman remained in his F-51 to continue practicing flying at night. He flew west as far as valley city and returned to Fargo to watch the football game from the air, his altitude at the time was approximately 1500 feet. Circling the football field, Gorman saw a Piper cub about 500 feet beneath him. At approximately 2100 hours (9:00 pm) he decided to return to the field. He called the tower to find out if all was clear and was told that one other plane was in the air. The other aircraft in the air at the time was a Piper Cub, piloted by a Dr. Cannon of Fargo, North Dakota.

As Gorman flew into the pattern preparing to land he saw what seemed to be the taillight of another airplane pass him from his right. He called the tower immediately and complained that they had misinformed him and that there was a third ship in the air. The tower came back with the information that no other aircraft was reported out, that they had just checked with all other airfields in the area. Lt. Gorman, seeing the tail light run just outside the Piper Cub, pulled up and cut" towards the moving light in order to identify what he thought to be a third aircraft. He saw the Piper Cub plainly outlined beneath

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him against the city lights but saw no outline or anything around the moving light.

Lt. Gorman then proceeded to move toward the object. Gorman stated he believed he was about 1000 yards from the UFO at this moment, which appeared then to be about 6 to 8 inches in diameter. The light was clear white, completely round without fuzz at the edges, and was, until then blinking on and off. The Air Force report stated the object was not an exact ball but appeared "flat." The UFO though white had no apparent glare and had a clear-cut edge and depth. He then proceeded to follow the light, which suddenly became steady and pulled into a sharp left bank, making what he thought to be a pass at the tower. Lt. Gorman dived after the light but was unable to catch up with the object, which began to gain altitude.

Lt. Gorman continued to follow the object, in the meantime calling the tower and advising them as to what was going on. The UFO continued 'gaining altitude and again made a left bank. Lt. Gorman then cut his F-51 into a sharp turn and tried to cut the object off in the turn. By that time, he was at an altitude of 7000 feet. The UFO then made a sharp right turn and Lt. Gorman turned about and headed straight at the object, which had completed its turn and was coming toward him. At the point where collision seemed imminent, Lt. Gorman got scared and went into a dive, the object passing over his canopy at approximately 500 feet.

At this time, he had 60 inches of manifold pressure and 3000 RPM. The object again made a left circle approximately 1000 feet above him, and he again gave chase. He cut again sharply toward the object which was once more coming at him and, at the time when a collision seemed imminent again, the UFO went straight into the air and had started climbing after it until he gained approximately 14,000 feet, at which time his plane went into a power stall. The object then turned in a northwest, northern heading and disappeared. It was then 2127 hours.

Lt. Gorman proceeded to return to the field, being so excited that he had to make two passes at the field before he could properly land. During these entire maneuvers, Lt. Gorman noticed no deviation on his instruments. In fact, he commented his magnetic compass

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reacted normally, there was no interference with his radio. He heard no sounds, noticed no odors, and saw no exhaust trails.

The information on this case was forwarded to Material Command at Wright Patterson Air Force Base in Ohio as well as Dr. Donald H. Menzel at Harvard Observatory. The Air Force file has a long list of extensive charts in the record showing the erratic nature of the flying maneuvers of the unidentified flying object. According to experts no balloon or aircraft could match these maneuvers.

Furthermore, the private pilot in the second aircraft, Dr. Cannon corroborated the story of Gorman witnessing a clear white round object moving at considerable speed.

Besides, a Senior Airport Traffic Controller with the CAA (now FAA) also advised he witnessed the same speedy white object while using binoculars. He confirmed the UFO was outdistancing the F-51.

Mr. A.C. Loedding, Technical Consultant, added the description of the object during long debriefs confirmed the shape of the object was a "flat round disc" and "not a ball." Other comments in the file indicated:

“the object appeared to have "thought behind it."
and showed as "aggressive attitude."

The Air Force concluded Pilot Gorman UFO must have encountered a "lighted weather balloon."[mcxxxviii]

Yes, a lighted weather balloon, meteor or misidentified craft – chose your poison, they all sound credible as possible causes. Not so in this case, no weather balloon blinks on and off and charges at military aircraft. Any guess on what this was?

F-94 Jets intercept two UFOs over Braintree, Massachusetts: On July 22, 1952, between 10:20 and 10:47 pm a USAF pilot and radar operator of an F-94B jet interceptor observed a large round spinning object throwing off a blue light at Braintree, Massachusetts.

At 10:47 pm, the same or different F-94B jet fighter chased a blue-green or green object circling at high speed, with airborne radar

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tracking and lock-on. One of the F-94's intercepted two objects having a flickering white light and swishing circling blue lights. These objects rapidly then passed the jet. The UFO was tracked with airborne radar and ground visual observation. The following notes pertain to this report.

This report was sent to the following from Otis Air Force Base: Director of Intelligence, USAF, Washington, DC, Air Technical Center Wright Patterson Air Force Base, ADC Ent Air Force Base Colorado, EADF Stewart Air Force Base, NY, 32nd AD Hancock Field, NY – then on to WADF Hamilton Air Force Base, CADF Kansas City.

The first object was south of Boston at thirty-five thousand feet. The two "unconventional" objects in the second sighting flew past the F-94. In a statement from the report the interviewee remarked the object:

was moving east: "like a bat out of hell."

The F-94’s chased the objects from 15,000 feet to 26,000 feet. One F-94 reached 35,000 and was climbing at 250 knots with afterburner when he established lock on with radar contact for one minute. Facts from this case reveal this plane cruising in afterburner, came to within 3,000 yards of the object. On further approach the object: “exceeded the limits of the scope and broke lock-on as it executed a "hard break right and headed down."

The radar return of the object was the same size as the F-94. The F-94 pilot confirmed the object appeared to be spinning (like a pinwheel); the shape was round and throwing off a blue light.

All pilots were interrogated when they landed. Other observers on the ground were from the Providence Weather Station at Nathaniel Green Airport as well as Hillsgrove Rhode Island which admitted the objects were emitting strange white lights and headed north faster than Jet speed.

Lt Commander Adams and five other base personnel at NAS Squantum sighted two Unidentified flying objects emitting bluish green light moving across the base for 7 to 8 minutes. Altitude was estimated to be between 7,000 to 8,000 feet with a speed of 800 to

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900 mph. The file notes revealed that NAS Squantum confirmed they had no planes in the air and Beavertrail Naval Radar was inoperable. All five witnesses confirmed the objects had a flickering white light and a swishing, circling blue light.[mcxxxix]

UFO makes a head-on pass at T-28 over Texas: December 4, 1952, at 8:45 pm an Air Force Captain in a T-28 landed hurriedly at the Laredo Air Force Base's jet pilot training facility in Texas. He jumped out of this plane scared out of his wits after having an aerial encounter with a UFO. It all started with a UFO that appeared out of nowhere, performed a counter-clockwise orbit over the jet pilot training air base:

> **"made a near collision pass at the T-28, coming within 50 yards of the jet and then executed an irregular, steep angled ascent and disappeared."**

The Pilot had attempted an interception of the UFO but overshot the object. The story begins with the AF pilot noticing a bluish light at an altitude of 1500 to 2000 feet. The object appeared at his 8 o'clock position about 2 miles southeast of the base. The pilot believed the UFO was a fourth jet outside the traffic pattern until he noticed the absence of fuselage lights. The pilot steepened his turn to keep the object in sight.

The UFO continued on a southeasterly course. At this time the object rose immediately to the pilot's altitude of 6,000 feet and began a wide sweeping counter-clockwise orbit of the base. The pilot thinking this was a jet for its terrific speed then noticed after such a turn that the object's speed did not dissipate as anticipated after such maneuver. The unidentified aerial object continued on at high speed!

After orbiting the Air Base, the object then suddenly descended to 1500 to 2000 feet. Once the UFO reached the business district of Laredo, it executed a rapid ascent to 15,000 feet. The rate of climb was terrific according to the pilot.

At this point 6 to 8 miles from the pilot, the object descended again to the pilot's altitude of 6,000 feet and proceeded eastward. It

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then appeared to hover, going straight away or coming straight toward the pilot's aircraft.

It was then the pilot added full power to his jet to proceed directly toward the object. Two seconds after the pilot initiated his pursuit; the unidentified flying object appeared to close the gap at a terrific rate in a head-on collision approach!

At 100 yards in front of the pilot's aircraft, the object seemed to "waver slightly" in a vertical plane as if determining which side of the aircraft to pass! The object then passed off the left wing of the plane within 50 yards distance where the pilot observed the blurred reddish-bluish haze.

The object was believed to be no larger than the T-28. This action happened so rapidly the pilot was unable to take any evasive action. The object ascended once again to 15,000 feet and circled to the left as if positioning itself for another descent and pass at the jet fighter.

> **"At this point, out of sheer fright, the pilot turned off all his running lights and spiraled steeply to the left, keeping the object in sight and leveled off at 1500 feet."**

He then returned to base to report his encounter with authorities.

According to the Air Force file, a balloon was to be launched from the base around 9:00 pm. The Air Force analyst concluded the object was likely caused by a "balloon" as the launch was set to close to the time of the sighting. To the researcher, this conclusion seems an impossible explanation as the sighting took place at 8:45 pm, exactly 15 minutes before the balloon launch. Furthermore, the drastic maneuvers executed by the unidentified object appear to be under manual control and not subject to the forces of the winds.[mcxl]

Common sense would tell us if this balloon launch was conducted from the same base 15 minutes after the aerial sighting that would have meant the pilot witnessed something else in the sky other than a balloon as it had not been released.

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UFO flew over Jet Canopy over Oceanside California: On May 18, 1954, around 1240 hours during an AIA exercise over Oceanside California at 22,000 feet, two pilots encountered a delta-winged UFO having a third fin. Donald R. Higgin, Squadron Leader, Royal Air Force was on duty with the Marine All Weather Fighter Squadron at El Toro Marine Base, California. Higgin's was the pilot of one jet (identifier: F3D2 WH20) while Major H. Browning flying the second jet (identifier: F3D2 WH18).

On the descent, Higgin observed what appeared to be an aircraft at his eleven o'clock position, visible over the Browning's cockpit.

Higgin could not estimate the range but immediately realized that a head-on collision between Brown and the object appeared imminent.

Before Higgin could radio and warn his partner, the object passed over Browning's plane and then between his fighter plane. For an instant, Higgin was unable to find the unidentified object.

He described the object as having a dark gunmetal hue with no visible markings. The object appeared to be about half the size of his jet and delta wing in shape.

He noticed a third fin that was visible on the upper half of the unidentified flying object. The size of this fin was the size of the total length of the object.

When the object descended, Higgin believed the object was moving faster than an F3D. Later while on the ground, neither, Major Browning or his radar observer witnessed the object pass directly over top of their plane. Colonel R. P. Johnson USAF forwarded a report to ATIC Wright Patterson Air Force Base (OH). The Air Force concluded the cause of this case to be an "Unidentified" object.[mcxli]

For comparison purposes, the Douglas F3D "skynight" fighter jet was a 45-foot long twin-engine jet capable of flights at night. According to records the plane was introduced to the U.S. arsenal in 1951 and considered an all-weather aircraft. If the object was the size estimated to be what Higgin's believed we are talking about a UFO that is somewhere around 20 to 22 feet long.

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UFO makes a head-on pass on Military Plane: On August 15, 1954, a pilot suddenly noticed a dark blue oblong shaped craft appeared to be flying formation with his military aircraft over San Marcos, Texas.

The file indicates the pilot stated the object was the size of a nickel at arms-length and had no discernable features, unlike a typical aircraft. The pilot said this object was traveling at a slight angle heading toward the nose of his plane. At one point the UFO took a 45-degree angle away from the observing aircraft, then turned back into the flight path and crossed in front of the observer's plane.

The object then disappeared. A Teletype report was sent to ADC Ent Air Force Base Air Force Base (CO), ATIC Wright Patterson Air Force Base (OH), Director of intelligence HQ USAF Washington (DC), TTAF Gulf Port (MS) and ATRC Scott Air Force Base (IL). The Air Force concluded this case was attributable to an "Unidentified" flying object.[mcxlii]

Pilots lost to UFO / UAP chases

It has been said that the U.S., Russian and the United Kingdom had lost thousands of pilots over the years engaging UFOs over their AirSpace. Here we discuss a few cases where it is known we lost pilots.

The death of Captain Thomas Mantell, Jr.: On January 7, 1948, between 1:00 pm and 3:18 pm several F-51 fighter planes chased a balloon shaped UFO over Kentucky. Captain Thomas F. Mantell, Jr., of the Kentucky Air National Guard, was killed while pursuing the craft. Several stories emerged as several pilots chased an object over the skies. The UFO was described as "metallic and tremendous in size."

After Mantell's plane crashed, official stories emerged that the pilot may have been chasing the planet "Venus" or a derelict "balloon." None of these explanations panned out. Researchers to

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this day believe the classified version of this case has a different conclusion to the one given to the public.

Captain Mantell ‘s F-51D fighter crashed about 4 miles south of Franklin, Kentucky and about 92 miles south from Godman Control Tower. The case begins with Captain Mantell, and the other pilots were under orders to attempt an intercept of the unidentified object. Mantell's last radio transmission to Godman AAF tower, Ft. Knox, Kentucky revealed the UFO was "metallic and tremendous in size."

Around 5:35 pm USAF 1st. Lt. Orner, Commander, 733-5 Detachment, AACS, reported he tracked the unidentified white light with red coloration by weather tracking theodolite from Godman Field hanger. The causes of the crash concluded the pilot could have suffered from a lack of oxygen trying to reach Venus or an escaping balloon rapidly rising into the atmosphere.[mcxliii]

Comment | So if we have no Balloon, no Plane, no Venus, no giant bird – what’s left? A UFO!

F-94 and Pilots lost during UFO chase: On October 12, 1953, around 4:55 am two airmen went missing during an intercept of an "unidentified plane" approaching an "unauthorized air corridor" off Cape Cod. The pilot never returned back to Otis Air Force Base in Falmouth, Massachusetts.

The F94C piloted by Lt. Joseph F. Grollinger and radar observer 2nd Lt. Louis G. Sebralla was expected to return by 6:30 am as the fuel would have run out by 6:50 am. According to the Base, the plane was reported missing to the Coast Guard by 6:55 am. A search party of nine aircraft and surface vessels took part. An oil slick was found in the water three miles east of Orleans in Cape Cod Bay. The Oil was analyzed and determined to be from the plane. Final reports assumed both men were dead and the plane lost.[mcxliv]

This is a fairly typical example of how America lost pilots during UFO chases. Paul Hellyer, former head of a Canada's Minister of Defence made several comments about America, Canada, and Britain losing pilots and planes during UFO encounters.

UFOs inspect passenger planes and Military craft

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Pan American Airlines encounter three UFOs: On May 8, 1952, Pan American Airlines flight 203 crewmembers, Captain Cent, and 1st officer C.C. Gallagher en route to Puerto Rico encountered three spherical objects 600 miles off the east coast between Jacksonville Florida and Savannah Georgia.

The first object was quite large resembling a landing light and was being followed by two smaller similar looking objects with tapering tails with a fringe of blue. The larger object was ten times the size of a landing light on an airplane and was much larger than the smaller objects.

Witnesses observed the three spheres were flying in a lateral flight path, equally spaced and came to within 650 to 1300 feet off the left wing of their plane.

According to the Air Force files, there was no missile, naval or air activity in the area at that time. A Teletype message was sent From HQ USAF Washington (DC) to the Commanding General at Ent Air Force Base (CO) and the Chief at ATIC Wright Patterson Air Force Base (OH).

The report mentions the objects were traveling 600 to 700 miles an hour at 15,000 feet. All three objects were moving in a northerly direction. The first object had no exhaust trail while the other two were said to be emitting some orange and green flames. The Air Force marketed the first conclusion as "Unknown," then it secondarily believed the three objects to be a "Meteor."[mcxlv]

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Figure 41 - F4U Navy Corsair, [mcxlvi]

UFO passes under U.S. Navy Corsairs: Another case brought to our attention from NICAP. On September 7, 1953, around 8:00 pm a UFO was reported in Vandalia, Montgomery County, Ohio. Two Navy fighter pilots witnessed a brilliant white object speed below their planes, then climb rapidly out of sight.

U.S. Navy Reserve Lt. "S.D.S." was flying to Indianapolis from Columbus with his wingman, both in FG-1D Corsairs. Shortly after 8:00 pm., he "noticed a brilliant white flashing light pass directly below their planes from south to north, traveling extremely fast at about 2000 feet."

The fighter jets were flying at was at 4000 feet. According to the pilots: "I called my wingman, but he did not see it. “After passing beneath us, it pulled up and climbed rapidly out of sight to the north. The light was much like burning magnesium.”

"Returning from Indianapolis (about 9:00 pm), I was leading the flight. I noticed the same brilliant white light at 12 o'clock high and called my wingman again. This time he saw it. It stayed motionless relative to the airplane's movement for about two minutes then disappeared. It reappeared again quickly at 9 o'clock level. It again remained motionless for about two minutes and then dove and pulled up ahead of us and climbed out of sight. At no time, were we close

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enough to see any concrete object or shape. Both of us were at a loss to explain this phenomenon."[mcxlvii]

UFO paces F-51 over Columbus Ohio: On June 23, 1954, around 9:00 pm a National Guard F-51 fighter pilot comes face to face with a UFO over Columbus Ohio for 30 minutes. The pilot was on a flight from Dayton to Columbus when a bright object appeared near his plane. Both the Captain's aircraft and object remained between 7,000 and 9,000 feet in altitude during the duration of the sighting. “During the flight, the pilot tries to shake the object by turning towards it taking 90-degree turns. Each time the object remained off this "wing tip.

"The pilot said the object stayed in relative proximity matching his every move.” When first seen it was at an 8 o’clock position. The pilot articulated: “It stayed down twilight (in the darker portion of the sky) all during the observation.” “At one time, I chopped the throttle, put gear and flaps down in hopes that it would pass by.

> **“I was down to 100-110 miles per hour, but the damn thing acted like there was a pilot out there”.**

“At one time, I chopped the throttle, put gear and flaps down in hopes that it would pass by. I was down to 100-110 miles per hour, but the damn thing acted like there was a pilot out there”.

"When I slowed down all of a sudden, he gave a little surge at first, came practically parallel with me, and then maintained the same speed as I did off my right wing." The pilot said: "I made regular fighter turns into the object, but at all times it turned with me. However, when I resumed my headings toward Dayton, sometimes he would be on my left and sometimes he was on my right." "It seemed to be slightly above me at all times."

The pilot believed the object was approximately 1,000 to 1,800 feet out from the plane. Both the size and intensity of the object was very similar to an aircraft taillight.” He said:

> **“It seemed to me whatever it was, watched my lights, for when I started to change my position, he would go right**

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with me." He finally said: "It left me, I didn't leave it."

Two other F-51's nearby were asked to look for the object Captain Wallace witnessed and confirmed he observed it.

However, the Air Force concluded the object seen was a "reflection." The reflection was believed to be from cockpit lights displaying off the canopy. Dr. Byers, an ATIC Astro Physicist consultant on UFOs, ruled out the Canopy reflection theory based on the other crafts maneuvers.

The pilot was Captain Harry Roe, Jr. with the Ohio National Guard. When interviewed by officials, planes were not considered the cause as jets were unable to fly at that slow speed. According to the AF files: the 'Dayton Daily Newspaper' contacted the Air Force to find out more about the UFO encounter. The communications went as follows:

- **Newspaper: "Heard you fellows received a UFO report – is it true?"**
  - **Wright Patterson Air Force Base: "Yes, I received a verbal report earlier this morning."**

- **Newspaper: "What did it look like?**
  - **Wright Patterson Air Force Base: I am sorry, but I am not authorized to make any statements or press releases".**

The dialogue goes back and forth, and Wright Patterson Air Force Base suggested the paper call Washington (DC).[mcxlviii]

The classification given to this case was clearly incorrect. The very fact the object surged at one point and was on his left then on his right suggest something other than reflection. The light left him, he did not leave it suggests it had its own propulsion drive. I came to this conclusion before I read Dr. Byers conclusion: "Not reflection." What did the pilot see and why did the Air Force try to cover up the story?

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UFO paces TWA passenger plane: Sometime during 1954, a westbound TWA flight from Kansas City to New York encountered a UFO near Findley, Hancock County, Ohio.

During the evening the Captain observed an inexplicable light off the left wing. The reddish object paced the plane for 5 minutes, pulsating at regular intervals for a few seconds. Then, the captain said the UFO proceeded to a southwesterly direction at tremendous speed and was out of sight in a few seconds. The pilot notified Cleveland Air Traffic Control who relayed the incident to Wright Patterson Air Force Base. The Captain was then contacted by Cleveland Air Traffic control by the Air Force to ask additional questions.

About the same time, a second TWA passenger plane reported that a UFO crossed its flight path. Again, Cleveland Air Traffic control (ATC) was contacted to relay the near miss of a UFO that crossed their path. During the conversation with ATC, the UFO came back off their right wing closing fast. Then the UFO disappeared, climbing rapidly out of the radar beam.[mcxlix]

To my knowledge, this event was reported to Wright Patterson and was not in the Project Blue Book file. If so this case must be highly “classified” to this very day.

UFO plays with RB-47 Strategic Bomber: On July 17, 1957, on the same day as the American Airlines close encounter with a UFO over Texas, an Air Force RB-47 strategic bomber was also followed for one hour by an unidentified flying object.

According to the records, a UFO appeared out of nowhere off the Gulf of Mexico and began to pace the RB-47 strategic bomber for a distance of 700 miles over the states: Texas, Oklahoma, Mississippi, and Louisiana. Major Lewis D. Chase and copilot Captain James H. McCoid was in control of the RB-47. The equipment onboard the RB-47 showed: "whatever was emitting the signal flew in a ring around the RB-47, flying at approximately 500 miles per hour.”

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RB-47 Bomber, [mcl]

The RB-47 made a scheduled turn to the west over Jackson, Mississippi and the crew was preparing to begin a series of simulated ECM operations against Air Force ground radar units. Suddenly the pilot Lewis Chase saw a light rapidly approaching from the left, at approximately the same altitude as the RB-47.

At first, Chase thought it was another plane, but then realized it was only a single white light, closing fast.

He gave the command to prepare for evasive maneuvers, but the light flashed in front of the plane so fast he was unable to respond in time.

Chase and McCoid were flabbergasted when the UFO suddenly disappeared (the light blinked out) at a point to the right in front of the aircraft.

The time of this aerial encounter occurred around 4:10 am over Winnsboro, Louisiana. Then 29 minutes later (4:39 am) while over Duncanville, Texas, Chase spotted the large light to the right front of the RB-47. This time the object was about 5,000 feet below the aircraft's altitude of 34,500 feet.

The weather was perfect, so the lighted object was clearly seen. Then one minute later at 4:40 am, McClure reported two signals, at 40° and 70°.

Now Chase and McCoid looked out and affirmed seeing red lights at those locations.

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Curious about the lights, Chase contacted radar Station Utah at Duncanville, Texas and requested permission to abandon his flight plan and pursue the unknown objects.

At 4:48 am, the radar station at Utah requested the position of the signals that McClure was receiving, and they immediately confirmed that their radar had detected unidentified flying objects at the same location.

Chase and McCoid in the RB-47 attempted to pursue the object when all of a sudden, the UFO stopped dead in mid-flight as if waiting for the bomber. Chase could see that they were gaining on the bizarre lighted object and before they knew it, they overshot the thing. Four minutes later at 4:52 am the UFO "blinked out," and simultaneously vanished from McClure's scope and ground radar!

Chase in pursuit put the aircraft into a port turn, and the object suddenly appeared, “blinked on” again, simultaneously reappearing on McClure's scope and the ground radar. They once again began to close to within 5 miles of the object, when it suddenly dropped altitude to 15,000 feet and then blinked out again! Once again, as the UFO disappeared from sight it vanishing from the scopes and ground radar. At 4:55 am, Chase realized the bomber was low on fuel and radioed the Utah radar station that they had to break off pursuit and continue with their scheduled flight plan.

Despite the flight characteristics of the unknown object being highly suspicious the Air Force concluded the airmen must have witnessed: “American Airlines flight No. 655.[mcli]

I find the fact these two cases linked interesting. There are many conflicting issues in this case, which point to this object being something other than a DC-6.

1. The American Airlines plane being flown in the first case was a DC-6. The Douglas DC-6 was 100 feet long and had a wingspan of 117 feet. It is true the Boeing B-47 Stratojet bomber was similar in size being 107 feet long and having a wingspan of 116 feet.

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2. The first case suggested American Flight No. 665 most likely encountered another American Flight No. 966, which also makes sense as both planes were probably the same size.
3. However, the fact this flying object circled the RB-47 bomber several times at 500 miles an hour several time points to the fact, this object was not a plane.
4. If it was, in fact, an American Airlines and it turned on, and off it running lights, the Captain would be violating CAA rules.
5. If this were an airliner how would it vanish from the radarscopes on the RB-47?

So many questions were not addressed in the Air Force report. Keeping with Pentagon orders and protocols it now seems very likely these files were misclassified for national security reasons.

UFO paces U.S. Fighter Jet: On October 11, 1964, ground engineers and other witnessed observed a dome-shaped object following several U.S. jet fighters over Brockton, Massachusetts. At 4:00 pm three witnesses observed two jets approach from the north at an altitude of 30,000 feet. A large disc was seen closing rapidly behind the jets, "its apparent size considerably larger than the two jets."

The Disc as it turned revealed a bright point of reflected light near its center. At one point the UFO slowed and descended while approaching Brockton. After leveling off, the UFO flew toward the south, and then climbed vertically, vanishing from sight in two seconds. [mclii]

UFO rushes passenger plane: January 3, 1965, a four-engine Electra with its Captain and crew was approaching an eastern U.S. City when it encountered a giant UFO. Several miles from the airport both pilots spotted what they thought was an ordinary aircraft. Suddenly the unidentified flying object turned and rushed toward the Electra. According to the onlookers, the UFO was a vast, delta-shaped machine, revealing a black silhouette in the dusk.

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The Captains report indicated the abrupt head-on rush of a UFO gave the crew a bad scare. He then said:

“I called out “what the hell is it?... Somebody said “Good God!”…

“It started to turn away, then as suddenly as it has appeared it departed… It departed at tremendous speed – a speed of several thousand miles per hour.”

“I did not report to the tower because I did not feel it was a near miss with a conventional aircraft…. And also because of the ridicule that was heaped on Captain Pete Killian of American Airlines.”[mcliii]

Here we see the concern of a pilot reporting such events as a result of potential ridicule by military authorities or the public on the subject of UFOs. Dr. J. Allen Hynek and Dr. James E. McDonald made several comments during congressional meetings several years later that pilots and civilians should not be ridiculed by government investigators and news media when discussing such aerial encounters.

UFO parallels DC-6: On September 14, 1967, between 3:40 to 4:15 am several UFO sightings occurred over Ohio. In one this next case, Captain C.C. Davis flying a DC-6 (Aircraft Saturn 777) reported an unidentified object which he believed was he an airplane with landing lights.

His plane had just left Wright Patterson Air Force Base Ohio heading to Indianapolis Indiana when he observed the object flying off his right wing.

The DC-6 was at 5,000 feet while the UFO was at 6,500 feet. The UFO then disappeared at the 12 o’clock position. He said the object gave off sparks comparing them to grinding steel on an emery wheel. The UFO he said the object:

1. “was flying in an erratic fashion”;
2. was moving "up and down,"

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3. “moved across and started to stream orange flames,
4. “passed below the horizon and disappeared just before it hit the ground,
5. Ninety seconds later it reappeared, rose, up to their altitude, and flew parallel with them from approximately twenty minutes.

Captain David said he had seen satellite decays many times before and that he did not think this object was any satellite decay. Around the same time, several other Airliner Captains and crews in the air and on the ground reported seeing the same object near Indianapolis. Another Captain of Universal flight No. 689 called the Indianapolis Tower and reported: "This was not a conventional aircraft or meteor."[mcliv]

Contrary to the evidence and eyewitness testimony, the Air Force concluded of the three cases reported that evening – two were Bolide “meteors” and the third being satellite decay.

Like all reports provided by competent observers, seasoned pilots are ignored even after acknowledging the objects were not meteors and in this other case, the pilot said he doubted it was a satellite decay. Yet the final conclusions for the records was "meteor and satellite decay." Despite the gag order placed on pilots at the time, we can understand why pilots are reticent to share the truth when they are ignored.

Aircraft and UFO collisions - The “Top Secret” Files

Pilot Lt Felix Moncla perishes during UFO chase: On November 23, 1953, Pilot Lt. Felix Moncla in an F-89C Scorpion fighter jet found himself in pursuit of a UFO near Soo Locks Michigan in 1953.

During the chase, ground radar kept track of a U.S. fighter jet and a UFO during the aerial engagement. At one point the radarscope revealed the UFO and F-89 came close to one another and then "merged" while over the lake. After the merge, only one object remained in flight "the unidentified object."

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This UFO remained airborne and continued on its path. The information on this case reveals the plane was tracked by radar until it merged with an unidentified flying object, 70 miles off Keweenaw Point in upper Michigan. Many explanations were given to the public:

1. a Canadian transport plane hit our jet, which they then denied,
2. our aircraft had some explosion in midflight, which no evidence was ever found,
3. the official report stated the pilot suffered from vertigo and crashed into the lake – this was never proven

To this day, the fighter jet plane and pilot has never been recovered leading to speculation over what mysterious event may have happened that day. This fascinating story can be read online (on the web) in both the local newspapers at the time as well as at NICAP.org.

UFO collides with De Havilland DH-106 Comet: On May 2, 1953, a British built passenger airliner identified as Flight 783 in a De Havilland DH-106 Comet took off from Dum-Dum Airport in Calcutta and crashed while en route to London.

According to official files, the plane flew into a severe thunderstorm and suffered a catastrophic structural failure of the airframe. According to the story in the newspaper, the aircraft sustained devastating wing failure and in-flight breakup while climbing to 10,000 feet. The dismembered sections of the airframe plummeted to the ground in flames. All 43 passengers and crew on board were killed.

However, the first investigator on the scene examined the wreckage and told newsmen:

"The comet struck some sort of heavy solid object while in flight."

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This statement received extensive spread coverage including United Press newswires. More intriguing was the fact the pilots' compartment was found shortly later to be sheared off the body of the plane and separated from the main wreckage by a considerable distance.

According to researcher and writer Frank Edwards, British authorities denied the story before investigators had examined all the evidence. Contrary to the evidence that something struck the plane in midair, the official story released to the public stated the plane might have been struck by lightning or hit turbulence.

The cause of the crash was labeled: "fire in the electrical wiring in the tail section." What put this public statement in jeopardy was the fact no one could explain how a fire in the tail section of the plane would sheer off the pilot's compartment unless something struck the aircraft during flight! The British Overseas Airways Corporation (e.g., BOAC) operated the flight.[mclv]

Other De Havilland DH-106 Comets had suffered catastrophes (structural failures) during the 1950's. These cases were determined caused by a flaw in the design concentrated on the rivet joints.

UFO collides with Balloon: June 24, 1953, a ground observer A/2C Richard A. Hill at Simiutak, Greenland was studying the flight of a weather balloon through a theodolite when a large unidentified flying object appeared out of nowhere. The UFO was described as large, circular in shape, red in color and seemed to be rotating.

This mystery object was traveling from Southeast / Northwest alongside the observed weather balloon at 18,000 feet some three miles from the base. The observer stated the UFO was three times the size of the 100-gram weather balloon was rotating in a circular motion and had a shape of either Delta or circular design.

The balloon disintegrated once the object collided with it. The flying object then hovered for 15 seconds after the collision and departed in the same direction as the balloon had been traveling but on an ascending path.

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A Teletype message was sent to 17 Air Force and Naval bases including HQ Washington (DC), ADC Ent Air Force Base (CO), ATIC Wright Patterson Air Force Base (OH) and as far as Iceland, Argentina, and Alaska.

The Air Force, in this case, concluded the object was "Unidentified." According to the Air Force, this particular balloon was not expected to burst below 30,000 feet. The commander of the local weather station believed the only other possibility was an optical illusion or parallax in the lens of the theodolite.[mclvi]

UFO collides with a C-131D cargo plane, crew injured: On July 22 or 23, 1956 Air Force Major Mervin Stenvers in a Hamilton Air Force Base transport Air Force C-131-D (a Convair cargo plane) made an emergency landing after being struck by an unknown aerial object over Pixley, California.

“The C-131-D at the time of the collision was at 16,000 feet, then it plunged to 7,000 feet causing many of the crew to pass out. Once the crew was able to come to, they were able to make an emergency landing at Kern County airport.” “Some of the men sustained minor injuries from the impact and the fall. An Air Force spokesman stated that the plane's shattered tail section appeared to have been "struck by something from above." Upon landing the plane, the pilot inspected the aircraft and could see 36 square feet of the tail section was missing. In another article, according to UP:

"The Air Force ordered tight security measures into effect and stationed guards around the plane at the airport." It was later revealed the plane dropped from some internal mechanism being stuck and unable to maneuver the plane. According to information on the case, there was no indication of what caused the tail section to be sheared off during flight”.[mclvii]

According to researcher Frank Edwards, “Major Stenvers was silenced about sharing any further information on what happened during the aerial encounter.”

> **“He did, however, before his silence share that the plane suddenly staggered and knocked to the right after being**

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struck by something during flight."

"One crewmember on board was injured when the pilot executed a vicious plunge to avoid collision with an unidentified flying object. The remaining crewmembers were said to be uninjured."

According to his version, the landing took place at Bakersfield Airport. Once the plane landed on the ground, newsmen took pictures of the tail section that was heavily damaged.

Local newspapers carried the words of the official Air Force spokesman: "Evidently something hit this plane from above." The Air Force then made the announcement that several rivets had worked loose on the metal skin of the tail surfaces which then allowed the airstream the ability to force the metal backward.

"Edward pointed out, this was a good explanation, but did not occur in any other Convair airplane cases on record".[mclviii]

The 'APRO Bulletin' also printed the same case, this time revealed they had an inside Air Force confidential source that saw the pertinent details of the incident. Deliberately omitted from press releasee, Major Stenvers saw an unidentified object headed toward his plane just seconds before the collision.[mclix]

If the case of rivets coming loose were valid, every citizen would know this could lead to catastrophic failure and certain death to all passengers onboard. The fact no other case of such event happening would be sporadic and unlikely given "quality assurance" inspections before planes take off for flight.

The fact that the rivets came loose corroborates the information given to us by Canadian scientist Wilbert B. Smith who mentioned the electromagnetic fields from UFOs can reduce the binding sections of weakened areas of aircraft hulls. The rivets come loose, and the planes disintegrate. Could this have been a factor in this case?

UFO collides with C-188 plane entire crew killed: On April 1, 1959, Air Force Colonel Robert E. Booth, Air Transport Group Commander 1705 Air Transport, McChord Air Force Base, Washington confirmed that a C-118 had crashed killing all four crew

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members after the pilot reported by radio that he had struck some object in the air sometime around 7:44 pm. The C-118 just took off from McChord Field Air Force Base in Tacoma, Washington that morning.

Eleven minutes after the crash of the C-118, residents of Offutt Lake in Washington State sighted a “brilliant aerial object” traveling at a high rate of speed just over the treetops.[mclx]

Bob Gribble (founder of the National UFO Reporting Center) investigated the case. According to his investigation with two witnesses, he learned: "a brilliantly glowing UFO moving rapidly northward near the area where the aircraft was moving." The original investigation in 1959 concluded that the aircraft was flying south and the UFO was moving north, at approximately 8:30 pm. One of the newspaper articles stated that the C-118 crashed around 8:15 pm. The aircraft crashed a few miles to the north of Orting, Washington. [mclxi]

According to researcher Frank Edwards, the Aerial Phenomenon Research Organizations (APRO) completed a thorough investigation of the incident in the May 1959 bulletin. The C-118 pilot and crew around 7:44 pm gave an emergency radio call stating:

> **"We've hit something – or something hit us. It was several seconds later after deafening silence that the pilot yelled: “Mayday!---Mayday!”, then those on the other end of the emergency radio heard: “This is it, This is it!”.**

According to the report, the large transport tore itself to bits on the side of a mountain between Sumner and Orting. APRO Representatives interviewed several witnesses that described seeing two orange or yellowish objects following close behind the C-118.

McChord Air Force Base released the statement the UFOs were nothing more than parachutes used in joint maneuvers with Fort Lewis. Unfortunately, the cat was out of the bag. The news chief at Fort Lewis confirmed that no such activity was in progress that evening. What did happen was covered up?

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Typical U.S. protocols and procedures were set in motion. Troops were brought in from Fort Lewis to quarantine the crash site. Other military men that interviewed residents near the crash scenes were told to remain silent about the information they had on the crash. The investigators found a portion of the torn tail section on Mount Ranier, several miles from the final resting place of the fuselage.[mclxii]

According to the 'Port Angeles Evening News', Pilot Ft. Lt. Robert R. Dimick radioed McChord Air Force Base stating: "We hit something, or something hit us."

The news article states the plane was on fire and trailing flames when it plunged out of the night sky and exploded on a hillside. Colonel Robert E. Booth said the pilot yelled: "Mayday" and stated they would attempt to make it back to McChord. According to the newspaper, "the collision theory could not be confirmed. There were no other reports, from either military or civilian sources of an in-flight collision or even a near miss." However, it was reported dozens of witnesses in the Puyallup River Valley watched the C118 go down. Mr. Fred Emard of the Orting Police Department was a witness to the crash and heard the tremendous explosion.[mclxiii]

UFO shoots at the Military transport plane: During 1958, exact date unknown, an Air Force transport plane and crew encountered a hostile UFO over the Pacific Ocean. The pilot stated he believed they were shot at with small blue-green objects that had been emitted from an unidentified flying object. The pilot exclaimed little blue, green colored objects shot from the UFO created several aerial explosions similar to "anti-aircraft bursts." The pilot responded by firing a challenge rocket. Then a red flare and more bursts appeared coming from the UFO as if to answer the exchange. This case does not appear to be in the US Air Force Project Blue Book files and may be still classified to this very day.[mclxiv]

Such weapon or exchanges of warning between a U.S. military plane and UFO would be considered some form of threat. Such threats would most likely become a matter of National Security and

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be immediately classified from the public. It appears this case was considered an issue of National Security and not placed in Blue Book.

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Chapter 27: The Conclusion

The material in this book reveals the U.S. government and its agencies have known about the visitation of advanced civilizations as early as the 1930's. We also have learned these visitors may have been coming to Earth for thousands if not millions of years.

In July 1967 a UFO briefing report was provided to General William Madison Garland, chief of the Air Technical Intelligence Center at Wright-Patterson Air Force Base, Ohio. This briefing reportedly revealed:

> **"UFOs have been reported by historians since 593 B.C. At this time, Ezekial recorded a whirlwind to the north, which appeared as a "firey" sphere. In 1254 at Saint Albans Abby, when the moon was eight days old, there appeared in the sky, a ship elegantly shaped, well equipped, and of marvelous color. In 1520 there appeared in France a round shaped object with rotating lights and two firey suns. In 1874, over Texas, a farmer reported seeing a dark object in the shape of a disc cruising in the sky at a wonderful speed. Many more observations have been recorded by historians throughout ancient and modern history."**[mclxv]

Contrary to government officials going on the record there is no, nor has been any cover-up, there is now an extensive evidence in private hands of UFO visitation.

Though the best UFO cases remain classified, the declassified UFO case material shows the conclusions reached in many cases were incorrect and should have the classification of "unknown."

Through testimonials and deathbed confessions of military officers, civilian pilots, former astronauts and law enforcement officials we learn these visitors have paced our planes, cars, missiles, rockets, and NASA spacecraft in and above U.S. Airspace.

Through the efforts of Dr. Steven Greer (The Disclosure Project; 2001) and Steven Bassett (The Citizens Hearing; 2013), we have firsthand testimony on film and in articles that UFOs have been

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over sensitive military weapons storage areas, nuclear plants, atomic stockpiles, electrical power plants and other industrial centers. This information comes to us through a growing wealth of testimonies of military leaders, FAA officials, Police officers and citizens from around the world.

We have also learned the reason why our government (e.g., White House, Pentagon, Department of Defense, CIA, NSA, FBI) is reticent to discuss this subject with the public for "National Security" concerns. For 70 years, the truth has been locked away from the public and as a result, many sensitive cases remain buried in classified government archives.

When any UFO cases emerge, the NSA, CIA or other agencies heavily redact the contents making them unreadable.

In the land of the American republic, we are ashamed to know that certain agencies in the 1940's and 1950's fearing public reaction, introduced debunking protocols that would hide such startling information from the population.

Because of these actions, citizens of all nations are placed at a psychological disadvantage. Meaning, if we are unaware of a particular species being hostile, we do not know what to do. Do we run or great them?

Today, the people of earth need to adapt psychologically to the new reality when confronting the extraterrestrial pilots and their space craft.

Regardless of the initial reasons the CIA and NSA decided to influence other senior leaders or vice versa, we have the right to see all material on this phenomenon. Perhaps the government could put together a manual by topic – that would be a good start!

As taxpayers, we deserve something for our investment in the photographic equipment and salaries of the investigators from all agencies and military groups. In this conclusion, we wrap up the points in this book.

1. Secrecy is Insidious;
2. Why the Secrecy? - The Answer: "National Security";

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3. Humanity and Understanding UFOs;
4. The Possibility of Interplanetary Travel;
5. Being Emotionally Unprepared Brings Panic;
6. What are they?
7. Radar tracks UFOs;
8. Why are they here?
9. Are these visitors Hostile;
10. "The truth is we know only fragments of the truth";
11. "They are fearful of man" – "man's hostility."

Secrecy is Insidious

President John F. Kennedy and President Dwight Eisenhower shared that the country is put at risk by secrecy. Psychiatrist Carl Gustav Jung once shared: "secrecy makes matters worse; we wonder what can be so shocking about UFO encounters that our government agencies have elected to keep the secret for over 70 years. Just what is it our government agencies believe the public cannot fathom?"

Good point by Jung. When humans do not know all the facts, their minds tend to run to the extremes. Do we think:

1. These visitors want to eat humans or need human body parts or our blood to survive?
2. These visitors are trying to procreate with the human species to survive and evolve?
3. These visitors are here to assist man's advancements in his physical and mental abilities by seeding earth with their genes or at the very least their knowledge?
4. These visitors are friendly, while others may be not depending on the planetary system they originate?
5. These visitors are trying to take over our world for their species?

Phobias can cause havoc in our brain when our own trustiest leaders keep the truth from the people."

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President Bill Clinton wanted much of the information released, but the government held back the majority. We wonder who has the phobia here – our government or the people?

We read in Chapter 1 that our top agencies continue to keep this information from the public. This secrecy has damaged the public view of our democratic process and faith in our elected leaders. Once our elected leaders get into office, they fall under the same national security protocols and are unable to do or say anything about this phenomenon.

The silence from the Government on the UFO phenomena is deafening

The repeated denials of the UFO reality by our leaders leads to suspicion and a lack of trust in our government. If the people cannot trust their government and leaders to reveal the truth whom shall we place our faith?

Even Hillary Clinton when campaigning to be the next Democratic President of the United States she agreed to seek the release of UFO cases. The statement she made was wise, she would: "seek to release the files that are "not a matter of National Security."

Well as we know today – all UFO files with a classification of Top Secret are a matter of National Security. Such records will not be in the public view.

The admittance of the UFO reality is a catch 22 for governments around the world. On the one hand, if a leader today admits the truth, the citizens feel vindicated, and the process of adaptation psychologically to this phenomenon can begin.

On the other hand, if our leaders continue to deny the reality and stay the same course, they will continue to lose the trust of the public. The reason is simple, people around the world are continuing to see, report and record these objects in the sky.

Some foreign countries have gone so far to educate their young that UFOs and their pilots are as natural as Birds. The only

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difference being they are from another neighborhood far away from earth.

Do we think or should we ever hope our Government would honor its citizens by declassifying all UFO files? Only time will tell if we will be successful. If all American's speak out, the truth may finally come out.

I will say, I was quite surprised and even proud that the Pentagon agreed to release two videos of films of UFO captured on infrared – from two F-18s from the USS Nimitz about a UFO encounter in 2004. I finally thought to myself; perhaps our government is learning that people can adapt and want to adjust by knowing more.

The UFO sightings shared in this book reveal a distinct pattern of facts routinely provided to the leadership at Wright Patterson Air Force Base (OH), Ent Air Force Base (CO), The Secretary of the Air Force (DC) and at times, The CIA, DIA and The White House. The following is a summary of facts that lead us to the conclusion the truths of flying saucers.

UFOs are crafts from other worlds

We now have much evidence, comprised of 1) radar records, 2) eyewitness testimonials, 3) deathbed confessions and 4) photographic, motion picture and video film records. This evidence is now available to civilians, scientists, and government agencies around the world. The most compelling evidence to date has been those cases documented at civilian airports, military bases and nuclear and atomic storage sites.

The other evidence now coming to light is the retro-engineering of alien Technology (the UFO / UAP crafts). Studying this technology should help the people of earth evolve and hopefully not be used for war.

UFOs travel through U.S. Air Space

Regardless of government protocols and procedures, these visitors in their advanced craft routinely violate restricted airspace

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around the world. The most significant concern we face as world citizens is the potential for midair collisions between these visitor spacecraft(s) and our civilian or military airplanes.

UFOs appear in all shapes and sizes

It is evident these ships display themselves in all shapes and sizes. To that end, the smaller vessels have been deploying from, the massive ships (e.g., "Motherships"). This method of using smaller reconnaissance craft from larger vessels is very similar to how jets launch from modern aircraft carriers.

UFOs are attracted to sensitive military installations

Though we discuss U.S. UFO cases in this book, the same phenomenon is happening in Russia, China, England, Japan, France, Italy, Spain, Chili and Belgium. These flying objects appear to perform surveillance of our capabilities as they hover over AEC plants, atomic weapons storage areas, power plants, uranium mines and missile sites. One would assume the visitors appear to be monitoring what humans are doing with advanced explosive devices.

UFOs affect the electrical systems in our planes and cars

The very fact these flying objects can impact human-made navigational systems, engine performance can be a threat to humans in airplanes or fast-moving cars. Catastrophic failures in our modes of transportation could injure human beings.

UFOs have shut down the launch capabilities of U.S. and Russian Nuclear Missile sites

Military men at U.S. and Russian Missile bases have confirmed UFOs shut down nuclear silos in the 1960's and 1970's. We do not have the reason for doing so; however, deductive reasoning would suggest that these visitors are concerned "man is

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being told - not to use such weapons" as they "fear humans using such weapons."

Scientists confirm UFOs are not manufactured on this planet

It has established by several government leaders around the world that the materials used in the construction of these flying objects do not appear in our periodic tables. This conclusion came from scientific studies at labs from early 1950's and 1960's. It suggests humans could not have built the flying craft we are discussing in this book.

UFOs when confronted, display flight characteristics similar to cat and mouse games

As far back as the 1940's the mission of these visitors appeared to be one of observance and non-hostile engagement. However, after the U.S. and other world leaders approved shoot down orders in 1952, we learned they would reciprocate if we fired on their craft and crew.

After years of air battles and the loss of human pilots and planes, we can only assume the strategy changed from "shoot down" orders to that of "chase and escort them out of the area." We can expect this became a more appropriate practice when civilian passenger planes, around the world, were now being approached by these flying ships.

Testimonies confirm UFO occupants usually avoid human contact

There are UFO cases in Russia, France, England, Norway and other countries where these extraterrestrials beings (pilots) have attempted to communicate with men, women, and children.

When you read these stories, some appear to be friendly encounters while others seem to have hostile consequences. The part of our government obligation to educating humanity is to reveal to its citizens which species are friendly and which ones are hostile. If

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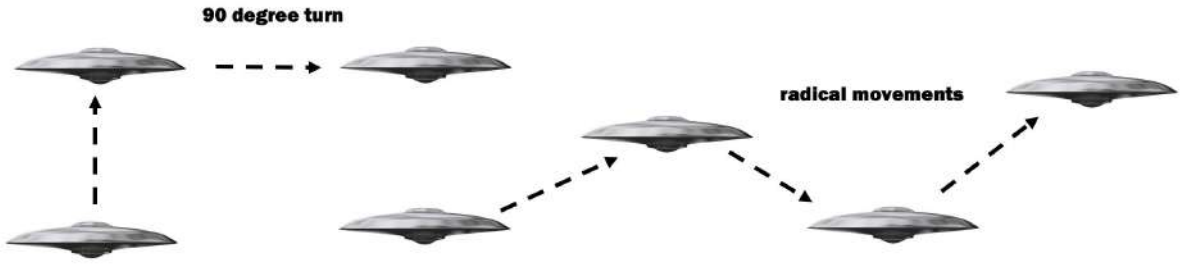
we engage a snake in the grass, we learn through the Boy Scouts of America, which snakes are friendly and which ones are poisonous. Not all people become Boy Scouts, so they have to learn these facts from other sources.

Should not the governments around the world put out a joint pamphlet on what species we should fear and which one to accept?

Regardless of whether the governments around the globe fulfill such obligation, reports reveal some extraterrestrials are afraid of man. After all, we shoot at them as they hover over our barns and cars.

If they have been studying us, they know more about us than we them. Most assuredly, they fear our reaction when in close proximity to man. Man is unpredictable – we flee or flight!

No world power had the aerial dynamics of these extraterrestrial spacecraft



Alien Ships are able to execute 90 degree turns with no "G-forces" .

Alien Ship can move around by skipping, or make ping pong ball movements

During the 1940’s the power plants of the flying devices were beyond man's technology (sciences). The sheer number of sightings from 1945 to 1949, suggests these ships were built in mass far from earth. More specifically:

Retro engineering Alien Technology: We have learned in this book that some of the world's best minds have been working on retro engineering alien spacecraft technology for decades.

Most of the scientists working on these projects shared they were thrilled to be team members dedicated to retro engineering alien

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spacecraft.

In the 1960s, it was first announced the United States had over 40 projects engaged in solving the mysteries behind Anti-gravity propulsion technology.

In the 1980s, intelligent people like Bob Lazar (former Los Alamos and S-4 scientist) and Ben Rich (former CEO of Lockheed Skunk Works) confirmed the United States was still attempting to duplicate the advanced alien craft technology. Still, it would take many more years to understand and develop.

Even twenty years of research and development was not enough time to solve anti-gravity drive engine technology's mysteries.

Research and Development at S4 Area 51: In the 1980s, at S4 (near Area 51, New Mexico), Bob Lazar was a dedicated team of scientists working on the retro engineering aspect of the recovered alien ships.

The scientists hired by EG&G and other contractors were broken into smaller groups focusing on a specific area of expertise and tasked with researching and understanding the ships' metallurgy, propulsion, weapon systems, navigation, etc. These scientists were to make these observations and report findings to superiors.

What these men found in their quest to study the alien craft was astounding: 1) The hull of the ship was made from a material not from earth. It was neither metal or ceramic. 2) the interior of the craft had rounded surfaces, not angular as in human made surfaces, 3) there were no seems, rivets as we would be seen in manmade devices, 4) the craft had no electrical wiring and yet its propulsion system could give off the energy levels produced by the Hoover Dam.

Research and Development at Skunk Works: By 1983 and 1984, Ben Rich conveyed at the US Naval Academy and a Defense Week symposium that Lockheed Skunk Works had been given a government contract to develop a way (advanced spacecraft) to allow humans to travel the stars ("take ET Home"). We now have direct confirmation the US government contracted with private industry to research, understand, and develop Anti-gravity technology.

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Experimenting with Advanced Alien Technology: As mentioned earlier in this book, it was during the 1980s, scientists began to understand how to fly alien craft at S-4. Our scientists' biggest problem was the lack of understanding of the sciences, engineering, mathematics, and metallurgy behind the alien technology.

Therefore, we know from the above facts that the United States could not create an anti-gravity drive engine by 1985. The inability to develop such an engine is astounding when we know thousands of scientists had been contracted by our government to solve the Antigravity drive engine since the 1960s.

In other words, though our scientists enjoyed working on these special alien spacecraft projects for 20 plus years, the technology in the alien ships was so far ahead of human engineering and mathematical understanding we could not solve all their secrets.

Because of this advancement in the Alien technology, the spaceships were moved in and out of storage over decades, until the human sciences (physics, etc.) could catch up to help us understand their inner workings.

Why would a UFO glow over a top secret installation?
It is illogical from a human “stealth” perspective

It was not until man began testing the aerodyne designs of the discs in wind tunnels at Langley Air Force Base in the 1960's, that NASA aeronautical designers confirmed the disc shaped vehicles made logical sense. Though there have been reported disc designs by the French, German and Italian designers prior to this time, none of the human made discs had radical anti-gravitic engine propulsion. We learned our Anti-gravity programs began in the 1950s and ramped up by the mid 1960’s. Again, this proves the ships from the 1930’s, 1940’s and early 1950’s was not thought up by man but by advanced beings from another solar system.

Two separate reporting channels for UFO cases reveal many cases remain "Top Secret."

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When researchers first got their hands on the Project Blue Book files, it was assumed to be the only official reporting channel for UFO encounters. The American people understood this truth.

However, it was soon learned, we had been fooled. We discussed earlier that a secret reporting channel was revealed in a 1969 memo referred as the General C.H. Bolender memo. This memo states certain cases will remain classified for scientific studies. This fact proves beyond any shadow of a doubt, Americans were not in the loop on the UFO reality.

Why the Secrecy? The Answer: "National Security"

We have already discussed that appointed officials in top positions acting on behalf of National Security, placed the American public in the dark on this phenomenon.

We learned those in the know had to remain silent or face the consequences of the Espionage Act. Violators of the act faced prison time and loss of specific privileges.

Because Americans are in the dark on the UFO reality, the public does not understand the real agenda of extraterrestrial visitation other than their apparent interest of earth populations and our atomic and nuclear capabilities.

We also know with National Security being established in the United States in the late 1940's, many of the world's remaining countries initiated similar protocols. Today we know, a global plan of sharing UFO information was put in place as early as 1947 as confirmed by Greek Physicist Dr. Paul Santorini.

U.S. Governmental witnesses and leaders have verified the UFO phenomenon is considered a National Security concern. The reason for secrecy appears to have the underlying causes as discussed in Chapter 1.

These are:

Economic Collapse: To prevent an economic collapse of a worldwide monetary system that is reliant on petroleum products. There is a real fear that new propulsion systems based on reverse

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gravity drives would reduce the demand for petroleum products. We do not know if this fear remains true today, as science has been looking to more exotic forms of propulsion.

The embarrassment of Science: Keeping the UFO phenomenon a secret prevented the embarrassment of world scientists believing in specific theories they adhered to at the time. Researchers have pointed out many scientists in 1950 stated their belief in the low probability of life elsewhere in the Universe as well as impractically of long-distance travel through space.

This early belief no longer holds real as scientists are now finding thousands if not millions of planets in so-called "habitable zones." What was once impossible (a thought) became possible in our lifetime "man walking on the moon."

Tomorrow man will have been successful in the development of new modes of propulsion to overcome these vast distances. The only question remaining today is how did these other beings do it long ago? This advanced technology suggests they come from advanced peoples and they must have been created earlier than man.

Impact on People of Faith: To prevent a collapse of Worldwide Religious beliefs. This appears to be as a result of early decision makers believing some religions may not be open to adapt to the reality of other worlds and their advanced populations.

The early church fathers with their bibles relied on their good books as a reference to God, Man, Angels, and Satan. This initial fear should no longer hold true for God based religions are incorporating more open views toward science.

Most God based religions believe in some form or other beings being created such as the existence of angels. Some beliefs have already assumed God in his wisdom created other humanoid life forms elsewhere in the Universe.

The fact that visitors from other worlds are not excluded or included from biblical texts suggest this specific phenomenon (other than Angels) was not contemplated or considered relevant when the bible was being written for a direct relationship with people of earth

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and their creator. This very fact has been pointed out repeatedly by biblical scholars as far back as the 1600's.

An embarrassment to World leaders and their Governments: Some researchers have theorized the silence on the matter was put in place to avoid the shame and public humiliation of world government leaders for not sharing the truth at the time.

The theory behind this concept appears to be a false perception of how our government leaders may eventually be perceived should the fact be finally revealed. It is suggested that some government leaders fear a sense of retaliation by the public through the court system or future votes, while the public desires truth and disclosure.

The reality is, it really does not matter now, as people around the world are photographing or filing the creatures in their ships. Reality caught up with the people, before the government admitted the truth.

The Newest Theory, we are products of their seed. Perhaps the most shocking proposition put forth in the last ten years has been we are the offspring of the DNA of some Alien Race. Being a Christian, I am open to many ideas as well as Scientific principles. One question, I have - who created them?

Humanity and Understanding UFOs

Flying saucers from other planets was a new concept for the American public in the 1930's and 1940's. In fact, many Americans were oblivious to a reality that some advanced civilization could thrive let alone travel from one planet to another planet (earth). The idea seemed absurd, if not purely science fiction. In fact, it seemed so ridiculous; most Americans ignored the reports in newspapers and assumed the flying saucers were nothing more than miss-identified planes, meteors, balloons, and planets.

The American people from the 1930's through 1950's had a pragmatic outlook on life. That is, the average worker would worship their creator, work hard every day, sleep to rejuvenate, eat for

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sustenance and rear their children. Though this was the regular daily existence, times were tough. The country at that time had just come out of a deep recession, and people around the world faced another war. Humans were trying to figure out how to survive. For those of faith, the Bible, Torah, and Koran was the truth and way to peace.

It would be in the late 1930's when British engineers would build the first jet propulsion engine. In those early years, Americans relied heavily on piston driven engines for fighter planes and bombers. The average speed of these propeller-driven planes was 300 to 500 miles per hour. The unidentified flying objects, on the other hand could cruise along at speeds exceeding 2,000 miles per hour. In some cases, our new radar scopes at the time, clocked some UFOs exceeding 12,000 miles per hour. We can accept the fact these ships were not man made.

Furthermore, man's mind focused on what it knew as facts at the time. Our parents and grandparents thought about "what was practical" and "what worked," not so much "what could be." Thinking outside the box appeared a fantasy not a reality for most men and women.

As far back as 1949, the Rand Corporation began studies on the possibility of space travel by visitors from elsewhere. Mr. J. E. Lipp wrote a report for Brigadier General Putt on December 13, 1949. In this report, it becomes readily apparent that humans were dealing with a new phenomenon far in advance of the understanding of science at that time. Certain concluding statements Mr. Lipp made revealed man’s lack of understanding and knowledge of advanced flight concepts. Two of his quotes were:

1. "As far as this writer knows, all incidents have occurred within the United States, whereas visiting spacemen could be expected to scatter their visits more or less uniformly over the globe."

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2. “Although visits from outer space are believed to be possible, they are believed to be improbable. In particular, the actions attributed to the “flying objects” reported during 1947 and 1948 seem inconsistent with the requirements of space travel”. [mclxvi]

When we research historical UFO cases, it becomes very apparent that Mr. Lipp in 1949 was not aware that aerial incursions had in fact already occurred all over the globe from Finland, Denmark, Germany, Sweden, Canada, Turkey to Labrador as far back as 1948. In other cases, factual evidence reveals UFOs appeared over China in the early to late 1930's. Today we also have proof from testimonials that spacemen crashed in the United States in 1947. It seems evident though Mr. Lipp was considered a genius he was not privy to all the facts.

The Possibility of Interplanetary Travel

Throughout Project Blue Book, the Air Force proposed many theories on the origin of "flying saucers." The official story told to the American public was that witnesses see balloons, airplanes, sundogs, meteors, hallucinations, and birds. With taxpayer money, the Condon Committee report backed the majority of these theories.

Though others proposed the theory of interplanetary ships from other planets in the 1940's, most scientists at the time thought the probability of advanced cultures traveling to earth seemed implausible. It is theorized, not proven, that since earth sciences was not sophisticated enough to go the stars at that time – they wondered how other beings from other worlds could visit man?

Humans assumed we were the only species in the Universe. If we did think others may exist, humans believed these other beings must be on the same evolutionary timeline as us. We found out quickly– not so much!

Today we know the only theory that appears logical is that beings older than man have developed such flying devices.

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However, science had another problem, and that was man's limitation with astronomical observational equipment. At that time, a man could not see beyond the planet, Pluto. A man had no concept of where these beings came from if not in our solar system. Early scientists postulated that these visitors had to originate from Mars, Venus and other local planetary bodies in this solar system. Our scientists were unable to see the entire Universe, let alone our own Milky Way Galaxy. A man was perplexed having just created advanced rocketry to understand other cultures could create new propulsion technologies to travel long distances in shorter periods.

Today scientists openly discuss wormholes and folding time and space to "jump" from one solar system to another. It sounds like science fiction but so did landing on the moon prior to 1969.

Today much has changed when it comes to science. Over the last seven years, Kepler and other advanced telescopes have pinpointed many worlds with water in the Habitable zone. Some of these are not that far from earth while others are many millions of light years away. It would seem the probability of life on other worlds have taken a giant leap forward. Perhaps these advanced civilizations with their ships discovered how to fold time and space eons ago.

Since the 1960's through the year 2000 many world governments (U.S., China, India, Russia, Japan, etc.) have launched interplanetary crafts to other planets (e.g., satellites) to study the atmospheres and temperatures of the planets. Some countries have placed rovers on the moon and mars (China, U.S. Russia, etc.) looking for signs of life.

Is the human species doing today the same thing, these other beings might have done with their neighboring planets eons ago?

Is it a natural evolution for all thinking species to venture out beyond their homes to see what is out among the stars? I think it’s a great possibility.

So, as we look back to 1947 when many flying saucers were being reported all over the world, a man in his philosophical mindset was oblivious to potential advances made by these other beings.

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These being were in all probability studying humanity in their fancy flying machines.

So today when we look at how far we have come technologically in 100 years (from 1880 to 1990), visitors from other worlds having advanced ships now appear "Highly probable."

Being emotionally unprepared brings panic

We discussed the emotional and traumatic impact of seeing a flying saucer. In 1968 the House Space Committee was held on the subject matter of UFOs? Former Air Force research, Psychologist Dr. Robert Hall, head of the Department of Sociology at the University of Illinois stated:

> **"The greatest risk of panic would come from a dramatic confrontation between assumed visitors and a collection of humans who were unprepared and who had been told their leaders did not believe such visitors existed."**[mclxvii]

Today we see no world government taking leadership and own up to the fact visitors from other planets have been studying earth. The only reason for this lack of leadership appears: "National Security" or should we say "Global Planetary Security." Does a collective reporting group exist, as others have disclosed, keeping the information from the public?

What are they?

We discussed stories from witnesses that reveal these objects are not planes, not natural, heavenly bodies and not caused by electrical disturbances.

These flying silver objects appear under intelligent control, they are faster than our jets, and some are huge. The following statements about this phenomenon:

- **From an Air Force spokesman:**

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"no theory exists at the present time as to the origin of the objects, and they are considered to be unexplained."[mclxviii]

- **From a CAA (FAA) official:**

"They were no ordinary aircraft. I could tell that by their movement on the scope". "I can safely deduce that they performed gyrations which no known aircraft could perform. By this, I mean that our scope showed that they could make right angle turns and complete reversal of speeds of flight." "Nor in my opinion could any natural phenomenon such as shooting stars, electrical disturbances or clouds account for these spots on our radar."[mclxix]

- **From an Air Force Pilot:**

"It was like a nightmare, seeing that giant ship. What we'd have done if it came down near us I don't know, Just the idea of trying to attack it gave me the cold chills. I talked with two other pilots when we landed – they were just as scared as I was". [mclxx]

- **From an Air Force Officer:**

"Captain ----- and I drafted a report to SAC Headquarters. It stated that in our opinion the unknown objects were of extraterrestrial origin."[mclxxi]

Tracking UFOs with radar

What we have also learned from the records in this book that commercial, military pilots as well as ground observers watched these "devices" approach and flew through our skies over our U.S. capital in 1952.

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During the confrontation, the spaceships would create bursts of speed to leave the area vertically or horizontally. We also read these spaceships would "turn off their lights" when airplanes approach making themselves invisible. In some of these cases, the pilots of the spaceships would then "turn on their lights" once our jets or airplanes flew past their hovering position.

This unusual practice of turning off their lights appears evidence to us they are not comfortable with us knowing they are here. The above facts also present us with another question. Does this mean, when we see something unusual (e.g., spacecraft) and it disappears, did the object leave the area faster than the human eye can follow or did it turn invisible and remain present? We may be watching both scenarios unfold before our eyes.

Finally, we can validate the presence of these objects from radar evidence taken by Marine, Air Force, Navy, Army and Commercial CAA (FAA) officials. Our government has made thousands if not millions of rolls of film as well taken photographs of these objects, yet none released to the public for fear of causing Panic. How ridiculous is this practice after many of us have already accepted the fact, “We are not alone”!

Why are they here?

Because our own Government's continues to play the silent treatment, we may never get the official reason why these pilots in their flying machines continue to visit earth.

What we do know is we have been told an untrue story in the past.

We know for a fact that missile systems in several locations in this country (during the 1960's and 1970's) were shut down by Unidentified Flying Objects. We know this happened in the United States as well as Russia. We learned this with declassified documents as well as participants in the Disclosure project at the National Press Club in Washington DC as early as 2001.

We do not know if the same thing happened to missile sites in China, Korea, as well as other countries around the globe. Shutting

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down our missile sites for a day leads us to ask another question: What is it we learn through these demonstrations of missile site shutdowns?

Are the visitors telling man we are playing with fire? Are they helping man avoid a potential inevitable catastrophic end? Do they want us to disarm?

It would be Professor Albert Einstein and Dr. J. Robert Oppenheimer who first brought forth the idea these visitors appeared more frequently when man started experimenting with Atomic Bombs.

In June 1947 these two brilliant men wrote a draft report to President Truman and General Marshall called "Relationship with Inhabitants of Celestial Bodies." It was the scientist's opinion at the time that our testing of "atomic" explosions became an invitation for them to see what man has discovered and now using on a planetary scale. It was also these two men who suggested we change our laws to include these others as "people" as our existing laws did not include them as protected citizens. If such concepts were thought about in a 1947 draft paper how long has the world leadership known about the truth of the extraterrestrial reality?

Are these visitors Hostile?

We know can claim for the fact that earth is and has been visited by others from worlds from distant solar systems or galaxies. We can also believe they have been studying humankind, as we have seen these ships with our eyes, photographed these ships and shot bullets at their spacecrafts.

Since their appearance depends on their will to reveal themselves to us, we may occasionally happen to catch one of them as they move from one destination to another. We see evidence of this as they fly or hover over our homes, cars, airports, office buildings and nuclear power plants. It now becomes apparent from all accounts:

1. Humans have been under surveillance for some period;

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2. Our passenger planes and military pilots have engaged these objects in aerial disputes;
3. These crafts are so far advanced they can perform maneuvers our planes and jets are unable to execute;
4. Some form of intelligent beings pilot these flying objects.

The primary reason for me to write this book was to obtain answers for the following questions:

1. why the silence?
2. why the denials?
3. why the lack of education by our world government(s)?

The answer: “National Security”

Whether we like it or not, the visitors are here, have been here and will almost inevitably be here from now on.

Some of my friends interested in this subject have asked me: "Why would these advanced people observe a man and not attack?"

It’s a good question, perhaps we are considered some subspecies in their eyes (e.g. humans being less advanced). If anyone has the answer, perhaps the U.S. government knows.

In the majority of stories, I have uncovered there is no hostility. Even Major Keyhoe made similar statements to Mike Wallace on the ABC's national televised TV broadcast on March 8, 1958.[mclxxii]

Though, as we discussed earlier, if we show hostility (shoot at them), they will shoot back.

We learned many of the early jet chases lead to pilot deaths. Most likely as a result of poor early wing to fuselage bonds (rivets) found in aircraft construction. Wilbur Smith said this was assumed to have been corrected by manufacturers.

We do not know how many civilians have lost their lives to collisions with UFOs since the 1940's. It would be informative to know the facts, however, as long as the UFO pilots know how to stay away from our airliners that would suffice. Just a few years ago a UFO

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struck the front of a Chinese passenger plane. The while nose of the plane was bumped in. They never found the culprit as it took off.

From my perspective, humans need education on which species we should run from and which ones to embrace. The government should know this answer.

We may never know why a full out invasion like the "Battle of Los Angeles" or "Battleship" has not occurred. I am glad it has not.

Werner Von Braun (designer of the U.S. Space program during the Apollo era) once indicated to a senior partner; "we are in touch with those higher powers." Here we are in 2018, and we stand do not know the identity of those higher powers.

So, if my children ask me whether they are friendly or not, I have to tell them what I know. That is:

1. I do not have the full answer as it is kept secret from all of us by our governments;
2. I know in the majority of the cases; these visitors appear curious and not hostile;
3. We have lost men (pilots) during aerial engagement",
4. Some people have reported hostility when confronted by certain species. (e.g.; the Brazilian burn cases)

As we gain more insight of the nature of these visitors and their ultimate desires we can determine how to act and inter-relate. As a human, one would think they would stay to themselves or explore other uninhabited worlds for their gain.

Why come to earth if not to trade, engage or take over our home planet? Are we indeed under some form of long-term surveillance for a future meeting between the various species? Will it eventually lead to all species being able to learn from one another or are we the species that will come to harm?

I do not have a right answer other than "they haven't invaded yet and if they had that intent wouldn't they have already?". Evidently, in 1952 the mother ships over Washington DC could have easily blasted our jets out of the sky, perhaps even evaporated the U.S.

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Capitol and White House all together but they did not do that – did they!

Others have suggested some war has been under way between various species over the future of our planet, but I have seen no battles in the skies, have you?

When we think back to the shutdown of Minuteman missile silos in the U.S. during the 1960's and 1970's, we know several things;

1. These visitors came in ships that hovered over each launch site;
2. They could breach our computers launch software systems and shut down the launch capabilities for several days;
3. These visitors appeared to come in peace.

If these visitors had indeed been hostile, they could have launched the missiles to their intended targets across the globe wiping out Americans, Russians, and other nations.

Perhaps in some strange way, we can surmise they desire to see us thrive and avoid global annihilation with our own nuclear devices. Because we do not know the whole truth, we have no concept on what to believe. So, after 70 years of engaging humankind, the question: "why do they not land" has already been answered. That is, they fear us shooting at them as we know nothing about them.

"They are fearful of man" – "man's hostility."

Evidence about man’s hostility towards them is on the record:

1. In the 1940’s the American Army Aircorps shot at these objects in flight this was ordered from the top,
2. In the 1950's and 1960's, the Americans, Russians, and British engaged and shot at their crafts,

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3. In the 1950's and 1960's, we have many newspaper articles and some declassified air force files proving American civilians (on the ground on their farms or traveling in their cars) took out their pistols and rifles and shot at their hovering crafts.

What do we not know is, did this same reaction take place in Russia, Britain, France, Germany and other countries around the world?

Lets' put ourselves in the shoes of these pilots from other worlds for a moment: If we discovered a new planet and noticed the population shoot at us would we land?

The one factor I have not accounted for in this book is the fact each of us may carry viral diseases that could be traumatic for both populations.

Several stories (unconfirmed) from the 1940's, point to medical practitioners dying after being exposed to some contagion as they handled the cadavers of these visitors. If a new epidemic of unknown bacteria is released, we may not have the immunity for the diseases that come from such contact. Perhaps this is why in the FEMA manual chapter 13 it is discussing proper protection is needed when handling the bodies of these visitors.

I repeat: "The truth is we only know fragments of the truth."

Finally, regarding our nuclear technology, are these visitors studying are levels of sophistication and trying to tell us something? These visitors appear to spend a lot of time near or our nuclear and atomic energy sites. If this is, in fact, the case, are they concerned about us hurting ourselves in potential nuclear disasters (e.g. "Three Mile Island (U.S.), Fukushima (Japan), Chernobyl (Ukraine,)) or are they concerned we may become a threat to them as we travel into space carrying nuclear weapons?

Perhaps our grandchildren will learn the truth.

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[1] Illustration of Cigar ship deploying discs. Artwork by John Scott Chace

[2] If you recall we do discuss another 1960's case where another Policeman in Connecticut observed a 200-foot diameter disc, extended and arm to a power station, extracting electricity causing a blackout in the area.

[3] Martin-Omaha B-29-35-MO Superfortress 44-27297 "Bockscar", Public Domain; U.S. Air Force - National Museum of the US Air Force (U.S. Air Force Photo)

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[mcxv] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0009, this report was buried in a February 1952 Roswell, New Mexico case as well as file number MAXW-PBB9-1003 retrieved at http://bluebookarchive.org,

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[mcxvi] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0017, February 1953, Pittsburg California

[mcxvii] Tucson Daily Citizen:"Saucer Ahead!—Fire At-Will",, Tucson, Arizona, Wednesday Evening, July 30, 1952, Page 6, U.P.

[mcxviii] Tucson Daily Citizen: "Air Force Issues Flying Disc Report" by William C. Barnard, Tucson Arizona, January 27, 1953, AP, Page 1.

[mcxix] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0017, December 1952, buried in an Albuquerque New Mexico file

[mcxx] The Evening Sun: "Plane's Abrupt Dive Averts Air Collision,," Hanover, Pennsylvania, Tuesday, October 20, 1953, Page 13

[mcxxi] "Flying Saucers - Serious Business," Frank Edwards, Lyle Stuart, New York, 1966, Pages 67-68

[mcxxii] "Flying Saucers-serious business," Frank Edwards, Lyle Stuart, New York, 1966, Page 68-69

[mcxxiii] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0027, March 1957, 350 Miles NE Jacksonville Georgia, NC, SC.

[mcxxiv] "Flying Saucers - Serious Business," Frank Edwards, Lyle Stuart, New York, 1966, Pages 69-70

[mcxxv] “Flying Saucer? Objects Soar”, The Odessa American, Odessa, Texas, Sunday, March 10, 1957, page 1.

[mcxxvi] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0027, March 1957, Roswell, New Mexico.

[mcxxvii] U.S. Air Force Project Blue Book File: T1206, Roll 0027, 1957, Phoenix, Arizona.

[mcxxviii] Source: "Two Planes In Near Collision With UAO," The A.P.R.O. Bulletin, September 1957, Page 3, The RB-47 Case, American Airlines and Original Sources. http://kevinrandle.blogspot.com/2014/02/the-rb-47-case-american-airlines-and.html

[mcxxix] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0028, July 1957, Between Amarillo & El Paso, Texas.

[mcxxx] The A.P.R.O. Bulletin: "Two Planes In Near Collision With UAO," September 1957, Page 3.

[mcxxxi] Source: Flying Saucer Review, 1957, Sept-Oct, V3, N 5, Page 4

[mcxxxii] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0028, July 1957, Between Amarillo & El Paso, Texas

[mcxxxiii] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0037, January 1960, Gulf of Mexico.

[mcxxxiv] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0042, July 1961, Cleveland, Ohio and MISC-PBB2-1039 to 1041, local papers article: "Ernie Is Sure He Saw Object," by Helen Waterhouse, Akron Beacon Journal, Friday, July 7, 1961

[mcxxxv] Coyne Helicopter, E-M / Magnetic Compass Encounter. http://www.nicap.org/731018mansfield_dir.htm

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[mcxxxvi] "Situation Red, The UFO Siege" by Leonard H. Stringfield, A Fawcett Crest Book, New York, 1977, Pages 218-220. For more information on this case read: "Copter Crew Reports Near Miss With Strange Object Over Ohio," The UFO Investigator, November 1973, Page 1 and UFO-Helicopter Close Encounter Over Ohio, The Coyne Event of October 18, 1973, meteor or UFO?", By Jennie Zeidman, Flying Saucer Review, 1976, Volume 22, Number 4, Page 18-22. Sources: Zeidman, NARCAP Case 36, Army Disposition Form, 23 Nov 1973.

[mcxxxvii] P-51 Mustang - By USAAF - Official U.S. Air Force photo no. 080306-f-3927A-059.jpg [1], Public Domain, commons.wikimedia.org, curid=4939603

[mcxxxviii] U.S. Air Force Project Blue Book File: USAF-SIGN3-7 and USAF-SIGN3-8, retrieved at http://bluebookarchive.org, note the extensive information was buried in a file labeled "Illegible," NARA T1206, Roll 0003.

[mcxxxix] U.S. Air Force Project Blue Book File: MAXW- PBB12-1201 to 1208 retrieved at http://bluebookarchive.org, contributors Sparks; Berliner; cf. Weinstein, U.S. Air Force Project Blue Book Unknowns

[mcxl] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0016, December 1952, Location “Illegible”.

[mcxli] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0020 in the May 1954, Elsinore, California File.

[mcxlii] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0021, August 1954, San Marcos Texas.

[mcxliii] Source: NICAP UFO Sighting Chronology, 1948

[mcxliv] Pocasset Pilot: "Oil Slick Adds to Fears 2 Men Died in Plane", Radar Man in Jet Lost Off Cape," Daily Boston Globe, Oct 13, 1953.

[mcxlv] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0010, May 8, 1052, Atlantic Ocean 31 degrees 20 North-70 degrees West. The information is also found in “The Report on Unidentified Flying Object, Captain Edward Ruppelt, Page 178-180.

[mcxlvi] F4U – Navy Corsair, By USN - U.S. Navy Commander, Naval Air Forces Centennial of Naval Aviation website [1], Public Domain, https://commons.wikimedia.org, curid=11233814

[mcxlvii] “UFO Evidence, NICAP, 1964, Case reported by L. H. Stringfield, Ground Observer Corps official; see Section VII.

[mcxlviii] U.S. Air Force Project Blue Book File: NARA T2106, Roll 0021, 1954, June, Columbus, Ohio, also "Ohio's Air Officials are Investigating Flying Saucer Story Related by Pilot," Springfield Sun, June 25, 1954, also in the Dayton Herald, also "UFO Evidence, NICAP, 1964

[mcxlix] The U.F.O. Investigator: NICAP, October-November 1962, Page 6.

[mcl] RB-47 ID: DF-ST-88-01015 Service Depicted: Air Force Command Shown: F3203 An air-to-air right side view of a restored B-47E Stratojet aircraft in the markings of the 93d Bombardment Wing. The aircraft is one of the last flyable B-47s in the world and will be flown

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to Merced, Calif., where it will be displayed with other preserved aircraft in the Castle AFB Museum, China Lake Weapons Center.

Public Domain, commons.wikimedia.org, curid=2303090; Camera Operator: TECH. SGT. MICHAEL HAGGERTY

[mcli] U.S. Air Force Project Blue Book File: NARA T1206, Roll Unknown, date of incident July 17, 1957, Forbes Air Force Base, Kansas / Oklahoma City, Oklahoma/ Fort Worth, Texas

[mclii] The U.F.O. Investigator: "Disc Chases Jets," May-June, 1966, page 4, published by National Investigations Committee on Aerial Phenomena, retrieved at CUFOS.org

[mcliii] The U.F.O. Investigator: "Near Collision Reported," April-May 1965, Volume III, No. 2.

[mcliv] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0074, September 1967, Ohio, Indiana Area

[mclv] "Flying Saucers-serious business," Frank Edwards, Lyle Stuart, New York, 1966, Page 65-66.

[mclvi] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0018, Simiutak, Greenland.

[mclvii] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0025, July 1966 buried in an Amarillo Texas file, this information was sent to General Kelly from Donald E Keyhoe (USMC) on May 21, 1957, also found in Rocky Mountain News, Denver, Colorado

[mclviii] "Flying Saucers - Serious Business," Frank Edwards, Lyle Stuart, New York, 1966, Pages 69-70

[mclix] The A.P.R.O. Bulletin: November 1956, page 1

[mclx] U.S. Air Force Project Blue Book File: NARA T1206, Roll 0036, buried in an April 1959 Grand Forks, North Dakota file, Notice of Mr. Robert Barry, Civil Defense Directors for Olean New York.

[mclxi] McChord Mid Air Crash - The Night Sky. http://thenightsky.org/orting.html

[mclxii] "Flying Saucers - Serious Business," Frank Edwards, Lyle Stuart, New York, 1966, Pages 70-71.

[mclxiii] Port Angeles Evening News: "Air Force plane crashes near Orting; four die in flames," Port Angeles, Washington, Thursday, April 2, 1959, Page 1. Other sources commenting on this case were found in Terry Hansen's book "The Missing Times and The Seattle Times on April 2, 1959.

Hostile Intent

[mclxiv] San Antonio Light: "UFO" by Major Donald E. Keyhoe, NICAP," San Antonio, Texas, April 16, 1961

Chapter 27 - Conclusion

[mclxv] U.S. Air Force Project Blue Book files: NARA-PBB87-582, Report to General Garland, by 1st Lt. William F. Markley, Jr., July 7, 1967, Page 3.

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[mclxvi] US Air Force Project Blue Book File: NARA-PBB85-405 to 413, Mr. J. E. Lipp, retrieved at http://bluebookarchive.org/page.aspx?PageCode=NARA-PBB85-405.

[mclxvii] "Aliens From Space, The Real Story of Unidentified Flying Objects, Major Donald E. Keyhoe, Doubleday & Company, Inc., 1973, Pages 12,13.

[mclxviii] Director of Intelligence statement in letter dated July 29, 1952, US Air Force Project Blue Book File: Retrieved at http://bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-131.

[mclxix] CAA Radar Man Tells How He Tracked Ten Flying Saucers" by Harry G. Barnes, Written by NEA Services, Naugatuck Daily News, July 31, 1952, Page 7.

[mclxx] Aliens From Space, The Real Story of Unidentified Flying Objects, Major Donald E. Keyhoe, Doubleday & Company, Inc., 1973, Pages 68 & 69

[mclxxi] "Conclusion UFOs Are Space Ships Given to SAC in 1952", The UFO Investigator, July-August 1961, Page 5, from reports at MacDill Air Force Base, Don Widener

[mclxxii] Mike Wallace Interview of Major Donald E. Keyhoe (USMC), March 8, 1958.